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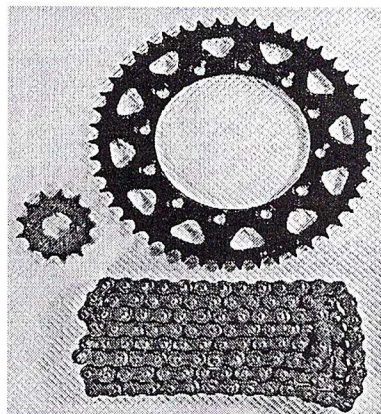
HEADING BACK TO THE TOP!

Trail Rider

MAGAZINE

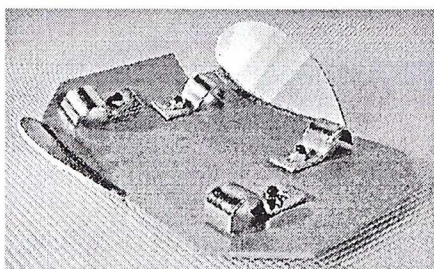
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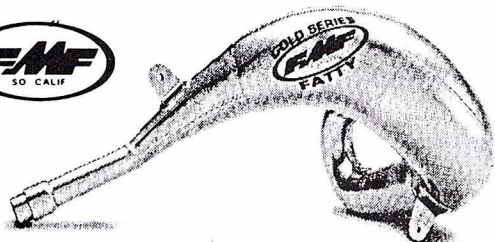
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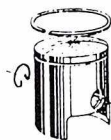


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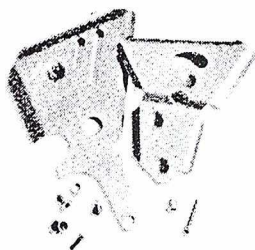


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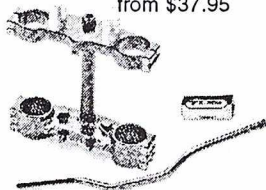


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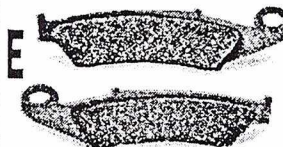
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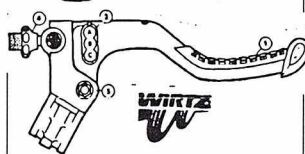


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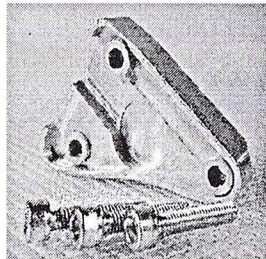
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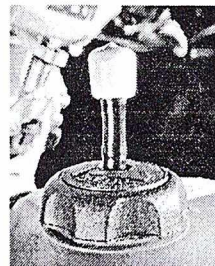
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On the cover: There is no denying that Husqvarna is making a comeback in the American market. With World Championship titles under its belt and fine craftsmanship, it's no wonder. Todd Topham cranks it up at the secret Trail Rider test site, photo by Mark Uth.

October 2000
Volume 30 Number 10

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C O M P A N Y

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Warning: Don't ride where you're not supposed to go. Don't look behind you. Don't check out your own roost. Don't ride nekkid. Don't ride without a helmet. Don't ride without boots. Don't ride without eye protection. Don't ride without a brain. Don't make noise around the tree huggers. Don't let them get you down. Don't call me late for dinner. Don't tie your bike down with clothesline. Don't paint anything flat black. Don't wear white after labor day. Don't even give me that look. Don't sit around wondering why. Don't ask "Is this my beautiful house?" Don't say didja. Don't forget to have fun.

Rules of Order

Subscriptions: Subscriptions are available from Trail Rider Magazine, P.O. Box 2038, Medford Lakes NJ 08055, at \$18.00 U.S. per 12 issues (one year). Canadian subscriptions are \$30 yearly, in U.S. funds. We're not selling overseas subscriptions any more. We don't have a Visa & Mastercard merchant's account, so we can't sell by credit card, and neither are we set up to "bill you" for a subscription. The only way to get it is send in a check, cash or money order, and we'll do the rest.

Renewals: If you like Trail Rider, and plan to renew, it would be really helpful if you looked at the label on your magazine and checked the expiration date. When you start getting close to expiring (the magazine, not you), send in a check along with the order blank from an issue, or just your name, address, and sub number (above your name on the label), and tell us that you want to renew. This way we can avoid sending out a renewal notice, which will save us money we can then spend on food. If you drag your feet and forget to renew until you stop getting issues, there's no way we can "start you with the last issue" you missed. We have to start you with the next scheduled mailing, and you'll have to buy the missed issues as back issues, if we have any left. We mail out the magazine every month like clockwork, on or about the 17th, so renew as early in the month as possible in order to not miss it.

Back Issues: A limited number of back issues are available. Write us and let us know the month and year, and send \$2.95 per copy, plus U.S. Postage of \$3 for up to four magazines. More than four and we'll have to figure out the postage. Don't use the shotgun approach and tell us to "send all the mags with XR400 tests" unless you have plenty of time to wait. (Hint: We never had an official XR400 test bike).

Address Changes: If you don't want to miss an issue, let us know in advance of your move, so we can update our files before we mail your magazine into the ozone. The P.O. is supposed to forward magazines if you tell them to, but they don't do it in a hurry.

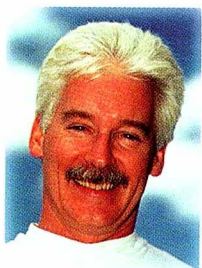
Newsstand Sales: You won't find Trail Rider in any convenience stores. You can get Trail Rider in some motorcycle shops, and some day we plan to print a list of them. Shops can sell Trail Rider easily. We'll sell you a minimum of six issues (non-returnable) at a price you won't lose money on, and we'll pay shipping. Call us.

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Contributors: We pay \$30 a page for copy, and \$8 each for black and white photos, but we don't print just anything that comes in. Call us and we'll talk about it.

Yankee Trader: Subscribers can advertise their bikes for sale free in Yankee Trader. Just write it down and mail it in, don't call us with it. Thank!

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It's All About Freedom

There are few things more fun in this world than getting together with old friends to go riding.

You know this as well as I do, but it's easy to forget that sometimes it's worth it to go out of your way to have fun. I know I can get into the rut of heading out to races all the time, to local organized rides, and although it is fun, it all turns into the same mish-mash after a while. You have to break the pattern in order to move the fun factor up a notch, and getting out of your area code is the best way to do it.

Case in point: I went to Colorado for the first time early in the '90s. I went out on the invitation of my then-new friend Pete of Moose Racing, no known as Aloop. He said that if I hadn't ridden in Colorado before I was in for a treat, and was very enthusiastic about showing me around. We had a ball, and I went back there a couple more times and swore I'd travel to Colorado once a year for as long as they'd let me back into the state.

Well, for the past few years I've been kind of doing the same things around here, traveling to more or less local races, going to the Six Days each year, and not really straying very far from the home front. It was starting to look like I was overdue for a little vacation out west, so I called Pete again. I asked how long it had been since I'd last freeloaded on him, and we both puzzled over it until we realized it had to have been 1994 or earlier. Six years! And here we were, a couple of guys who talk to each other at least once a month on the phone. Without much more thought I cashed in some frequent flyer miles (thank you, TWA!) and made plans to spend a long weekend in the Centennial State.

The nice thing about Colorado is that it's one of the last strongholds of good old American freedom. It's easy to register a dirt bike there. It's just about impossible to do that in most Eastern states, mainly because the DMV is petrified that people will start riding dirt bikes on the street. Just about everybody has a license plate on their bike in Colorado, and do you see them riding in downtown Denver? No. There's plenty of dirt out there to ride in, and only the road bikers have any desire to drive on the street.

Which brings us to the reason why there's plenty of dirt. Most of Colorado is remote and mountainous, but it's not what you would call "unspoiled" in the literal sense. Nearly every square foot of Colorado has been messed with and sifted over, be it mining or logging or exploration of any sort, since the 1800s. All that attention left the mountains covered with roads and trails, and just about all of these trails are open to the general population, with one stipulation: They all have to share. Come to most any trail head in Colorado and you'll see a sign that tells you what is allowed on it. On a narrow trail they'll limit motorized access to anything 40 inches wide

maximum. That'll fit your KDX for certain (unless you like really wide bars), and it also includes horses, pedestrians, and snowmobiles, when the weather's white.

We came up on hikers on the trails, and in most cases they were friendly. We didn't blast past them or anything. Keep it slow, keep it quiet as you can, be a little courteous. Being considerate of others goes a long way.

Consideration, though, goes both ways. I don't mind sharing motorcycle trails with anyone, and I do mean motorcycle trails. Here in the East, I

fully did all the work. Why? Because they like building trails. Because they know that cooperation is the best way to stay on the good side of the State Forest officials.

Do you think the hikers would jump in to build a motorcycle trail? No, I doubt it. Do you think they would help construct a "multiple-use" trail? Not if they thought it would include motorized access, or even mountain bikes, that's for sure. Hikers don't like motorcycles or mountain bikes here in the east. They don't like horses, either. Most don't even like each other.

"Here in the East, I know for a fact that most of the trails we ride were hacked out of the undergrowth by dirt bike riders, and I do mean most of the trails, from Maine down to Maryland."

know for a fact that most of the trails we ride were hacked out of the undergrowth by dirt bike riders, and I do mean most of the trails, from Maine down to Maryland. No hiker would believe me, that's for sure, but take a recent case in point. Officials in the Wharton State Forest here in South Jersey decided they needed a new trail through the woods in a small "wilderness" area. Now you know, the rangers in Wharton have been dealing with motorcycle clubs since they first started taking a paycheck, so they called on the experts to put in this trail. The Meteor Motorcycle Club has been maintaining enduro trails and firecuts in Wharton for over 60 years, and one phone call from the District Office had the MMC mobilized. Club officials met with the Forest managers, looked over the trail plan, made suggestions to improve it, and then, maps in hand, went out with a large crew of hard-core enduro people and put in the trail.

How long did it take? Well, the State Forest folks had allowed at least a month for the job, knowing that putting in a new trail was a lot of work. Our boys had the trail done in one week-end. The State Forest officials were somewhat stunned, but they also knew that they were picking the trail experts to do the job, so they needn't be surprised. They knew better than to call on any of the local hiking groups. Getting hikers to come out on trash clean-up days is nearly impossible, getting them to help with tree planting and other re-forestation chores is like pulling teeth. This was a trail through a "wilderness" area, it will be completely off limits to motorized vehicles, but the Meteor club jumped in and cheer-

The few people we saw hiking in Colorado were different, or at least they acted different. Most waved or said "Hi." There was only one Eddie Bauer-clad walker with a Unibomber scowl on his face. Pete says that the trail groups all work together in the Rockies, because that's the only way they're allowed to do it. Multiple-use trails means just that, everybody uses them, everybody maintains them.

And that's the way it oughta be. It's all about freedom. You should be free to not work on trails if that's what you want to do, but those who don't put in the work should be encouraged to stay home. Everybody lends a hand out West, and everybody gets to use the trails. Back home, we build a trail for hikers, and then they complain when they hear us in the woods. Small wonder it's good to go back to Colorado once in a while.

Not that I want to be preachy or anything, but keep in mind that there's a presidential election coming up, and this "it's mine only" hiker, lock it all up for good attitude is bubbling over in one of the candidates. Al Gore has made it plain that he wants to lock up all public land and preserve it so that future generations of people aren't allowed on it either. Gore is the biggest threat to your right to ride that has come along in decades, and if you want to keep riding you should do your best to keep him out of this country's highest office.

It's all about freedom. Our freedom to ride is very closely linked to our freedom to choose. Make the right choice this November, and let's try to keep all the trails open. ▲

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Videos That Will Really Make You Angry!

Congratulations to Grant Gerber with Wilderness Impact Research Foundation in Elko, Nevada. He had a lot to do with making successful the Fox News Special Vanishing Freedom: Who Owns America?

This is the best film ever done about land use abuses by the Federal land agencies. It is a must for every group or convention. Show it at county fairs. Send copies to your Senators and Congressmen. It is truly brilliant. You can show anyone the frustrations you face better in less time with Vanishing Freedom than any other film we are aware of.

Vanishing Freedom: Who Owns America? included:

—Segments on the uses and misuses of the Endangered Species Act (ESA);

—The Clinton Administration Executive Orders to create new Monuments;

—The shutdown of the economy by the Feds in Oroville, Washington and Lewiston, Idaho;

—President Clinton's "Roads" Moratorium;

—Other issues related to land ownership; and

—Three minutes from the Big Park Land Grab music video.

Fox News investigated what the Clinton administration is doing in the name of environmental conservation. Are decisions about our lives and our land being made, not by our elected representatives, but by bureaucrats and a president many don't trust? Is this land really yours and mine or is the

government taking whatever suits it? See the video and you be the judge.

You can own your own personal copy for \$19.95 plus \$4.00 shipping and handling, a total of \$23.95 per film. You can also order copies of two other outstanding films at the same time, at the same price.

For The Good of All is a PBS Frontline documentary about land acquisition in the Cuyahoga Valley National Recreation Area in Ohio by the National Park Service. If you want to see the damage done to a community by land acquisition and condemnation (eminent domain), this is the film for you. While For the Good of All examines the National Park Service, it is just as applicable to Forest Service, BLM and Fish and Wildlife Service areas. The techniques and tools the Federal agents use are the same. Experts have said that For The Good Of All is probably the best film ever done about a runaway Federal bureaucracy.

You can still order copies of Big Park, completed by Grant Gerber and the Wilderness Impact Research Foundation in Elko, Nevada. A small portion of this music video about the Park Service throwing people out of their homes was shown as part of Vanishing Freedom: Who Owns America?

Order all three films at the same time for \$60.00 full price, and save the shipping and handling. Order from: Films, American Land Rights, P.O. Box 400, Battle Ground, WA 98604.

Czech Video

Marshall Rose sent a note to let us know that he is going to the ISDE in Granada, Spain, this year, and that his video from the World Championship Enduro Series round this year in the Czech Republic is finished and available to anyone with a keen interest in the European enduro series. Marshall shoots everything; his Czech video is five hours long! He's got a Web site at www.offroadrider.com/x-countryvideos, where he has listed all the rest of his videos from past ISDEs and other selected events. Marshall films every rider on the trail, so if you want to find someone or something, he's likely caught it in his video. You can also contact him on the West coast at (510) 223-5764.

New Lower Price

For quite a while now, our favorite drink system has been the SRC (Summers Racing Components) Vital drink system. It's a bladder-type backpack system that holds 3 liters of liquid, and it has a ton of features that make it better than the industry standard Camelbak drink systems (not even taking into consideration that Camelbak

Stop CARA

The controversial Conservation and Reinvestment Act (CARA) passed out of the Senate Resources Committee at the end of July after a tough fight. The bill was pushed hard by Senator Frank Murkowski (R-AK), who is determined to bring its financial benefits home to Alaska, and the Clinton-Gore administration, who view the bill as a cornerstone of the Clinton Lands Legacy. It will now be considered by the full Senate in September.

A version of CARA previously passed the House of Representatives earlier this summer after intense debates in committees and on the House floor. Amendments to modify the bill, such as protection for private property owners and "no net gain of federal land" were championed, but failed.

A "something for everybody" pork bill, CARA has enjoyed the clout of the administration and the otherwise conservative Alaska delegation (who stand to profit the most from it), support from well-funded greens and state wildlife and recreation agencies. CARA poses a massive threat to recreationists who fight for public access and diverse recreation. It is expected that much of the \$900 million dollars each year for land acquisition will be spent on acquiring wildlife refuges. Managed by the U.S. Fish & Wildlife Service, all recreation and access is banned on refuges unless specifically allowed. Likely targets of acquisition are farmlands and wood lands in the Midwest and Northeast. None of this money will have congressional over-

sight, as it does now through the appropriations process.

The controversial process in the Senate Resources Committee was prolonged by proposed amendments that would modify CARA's worst features. An amendment offered by Senator Don Nickles (R-OK) that would restrict fed-

eral land acquisition to land offered by willing sellers only was rejected. Nickles said, "This bill does not protect land. Landowners are going to find their lands are taken quite often."

Senator Conrad Burns, also in the Denver Post, said, "It's a pork barrel with a wide enough mouth for everyone to get a hand in. Green pork would be a good way to describe it. Where I come from, green pork generally smells."

Chuck Cushman of the American Land Rights Association (ALRA), who has led the grassroots effort to oppose CARA observes that the battle is not over. "The land grabbers will be trying to pass CARA through the Senate in September, when Congress returns to session. But now they have very little time left, and their options are limited. They may not be able to have a vote by the full Senate. So they will try a dead-of-night backroom deal to attach CARA to other legislation in late September or early October."

Chuck urges, "You need to confront your Senators and get a commitment from them in public meetings that they will not allow CARA to be passed in the Senate in the dead of night. Get them to promise that it will have to be voted on, on the Senate Floor, on C-Span in full view of the country. Get them to vote against any bill that includes CARA."

If you don't get a chance to meet your Senators while they're home, please write or call his/her office in Washington, D.C.: Senator _____, United States Senate, Washington, DC 20510. The Capitol switchboard will connect you to his/her office at 202-224-3121. For more information on CARA, see the ALRA web site at www.landrights.com.

Off-road riding Banned in Tennessee Forests

Tennessee officials have banned the off-road use of motorized vehicles in all state forests under emergency rules announced July 20, the American Motorcyclist Association (AMA) reports. Under the new rules, announced jointly by the state's Agriculture Department, Department of Environment and Conservation, and Wildlife Resources Agency, all motorized vehicles are banned from state forests except on specified roads. "Personal motorized vehicles may travel on paved roads where they're licensed to do so and on all gravel roads maintained by (the Division of) Forestry," the announcement said. "They may also be used on certain dirt roads if designated by signs. They are not allowed off roads at any time." Violators face fines of up to \$2,500 and a year in jail.

State officials said a permanent rule-making process to control off-highway vehicles (OHVs) will follow, but provided no details. Major riding areas affected by the ban include the Chickasaw State Forest, Natchez Trace State Forest, Prentice Cooper State Forest and the Cedars of Lebanon State Forest. "This amounts to a statewide ban of off-highway motorcycles and all-terrain vehicles from nearly all public land," said Royce Wood, AMA legislative affairs specialist. "Off-highway enthusiasts must get involved now to ensure that these 'emergency' rules don't become permanent." Wood noted the Volunteer State Trailriders Association (VSTA) has been working with the state's Division of Forestry to create a state program that would manage OHV recreation while protecting the environment. The AMA supports the VSTA efforts and urges motorcyclists and all-terrain vehicle users to log on to the group's website at www.vstarider.com to learn how they can help.



Jarno Boano gets Vitally hydrated.

has been cozying up to the hiking set these days). Principal among the Vital's great features is a wide top that allows you to get the bladder out and back in very quickly and easily, for quick changes or re-fills during a race. It's also comfortable, etc., etc. We like it, it works great. But now, they have streamlined some of the features of it, they don't silk-screen the back any more, and they can offer it at a lower price. Now it's only \$69.95, and at that price you've got no excuse not to have one. Call them at (800) 221-9752 and tell them Trail Rider told you to call, or see them on the Web at www.srcinc.net.

Six Days Coming

This of course sets the stage for this year's International Six days Enduro, happening in Granada, Spain, the first week in November. The AMA has announced the American teams for this year, with an interesting mix of riders for the World Trophy Team, a group that may surprise us all with an excellent finish. With the end of the Ride To Win group's support and contractual obligations towards other series, we don't have any "big name" riders on the Trophy team this year, but we do have six extremely strong riders capable of very good results. Here's the list from the AMA:

World Trophy Team: Destry Abbott, Peoria, AZ; Brian Garrahan, Boulder Creek, CA; Patrick Garrahan, Boulder Creek, CA; Randy Hawkins, Travelers Rest, SC; Fred Hoess, Stanhope, NJ; Russell Pearson, Las Vegas, NV.

Junior Trophy Team: John Beal, Snohomish, WA; Kurt Caselli, Palmdale, CA; Cody Mastin, Whitehouse, OH; David Pearson, Panaca, NV.

Salt Fork Dirt Riders: Scott Hofmann, Elbrun, IL; Tim Taber, Moline, IL; Troy Smith, Wanamaker, IN.

Merced Dirt Riders: Curt Wilcox, Royal Oaks, CA; Ron Lawson, Yorba Linda, CA; Joe Cartwright, Carver, MN.

Red River Riders: Nathan Knight, Laurel, MS; Nolan Knight, Cleveland, MS; Matt Stavish, Minneapolis, MN.

Net Leased Club: Paul Krause, Irvine, CA; Steve Silvestri, Redwood City, CA; Luca Trussardi, Temecula, CA.

Team Iowa: David Campbell, Grimes, IA; Lonnie Ross, Elliott, IA; Dennis Murphy, Atlantic, IA.

Team Senior: Alan Deyo, Orotino, ID; Jeff Fredette, Beecher, IL; Randy Mastin, Whitehouse, OH.

Little Burr Motorcycle Club: Mark Adkins, Hilliard, OH; Mart Geary, Rapid City, SD; Glenn Martinson, Sunnyvale, CA.

Daytona Dirt Riders: Mike Monroe, Alabaster, AL; Alex McElyea, Scottsdale, AZ; Richard Lafferty, Millville, NJ.

Gerrit Hamilton Memorial Club: Jason Dahners, Redmond, WA; Brian Bennett, Kirkland, WA; Brian Sperle, Hayward, CA.

Boise Ridge Riders: Ron Schmelzle, Lafayette, CO; Mark Stevens, Colorado Springs, CO; Steve VanZant, Lowell, AR.

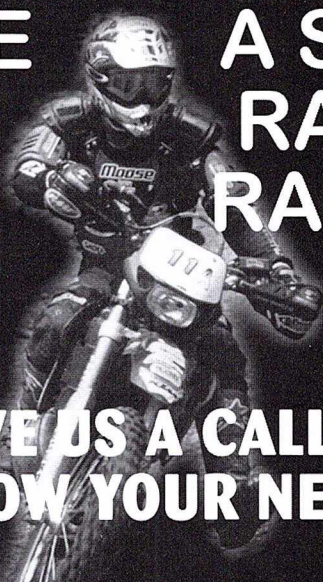
TR Is Going!

We've made our arrangements to go to the Six Days in Spain this year, so look for full coverage of the event in the January or February issues of TR, 2001.

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- 10/08 Tri-State Extreme T.R.
- 10/14 Mohawk Jr.
- 10/15 ECEA Lummis Mill H.S.
- 10/15 ECEA RORR Dual Sport
- 10/15 NETRA Cockaponset Enduro
- 10/21 Meteor National Dual Sport
- 10/22 ECEA CJCR H.S.
- 10/22 Ironman GNCC, Crawfordsville IN
- 10/22 Meteor National Dual Sport
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Texas and Beyond...



Picking up where I left off last time... I'm back from Texas again, only a lot more humble than I was before. The final result was good, but it wasn't a good trip, and I'll tell you about it in a minute.

When I wrote the piece for the August issue I was headed for Ohio and the two-day Qualifier/National Enduro there. It was a good ride, I won the first day and gave up the second day to Robbie Jenks, but kept Randy behind me, and that's all that really mattered. The next weekend it was all the way out to Idaho for another two-day, and Randy beat me on the first day, and then I beat him on the second. Neither one of us could get ahead of those desert boys out there—Russell Pearson, Brian Garrahan, Brian Brown, Destry Abbott. They ride wide open there, all the time, and Pearson won both days.

The very next weekend it was back to Ohio. Let's see, it was Texas, Ohio, Idaho, Ohio, then Rhode Island, then Texas again. Aren't you glad you weren't driving? Ohio was a one day, and I lost the win to Doug Blackwell, who is always fast at that enduro, but he wasn't in contention for the championship so it was no big deal to me. The important thing was that Randy had trouble and finished way down on points, which pretty much sealed his fate. With four rounds remaining I had 55 points on him, and I was heading for Rhode Island all pumped up and ready for a win.

Rhode Island worked out. It was a tough, long

rock run, and Randy was on me bad. He wound up having a little bit of clutch trouble that cost him an extra few minutes, and I don't even want to think what might have happened if he hadn't had any trouble. He was riding tough, and chased me right into the finish. Clipper came over while Randy and I were sitting on the back of my truck and asked about overall points. We talked about it back and forth, and I was floored to hear Randy say "One more win and you're pretty much going to have me beat." We ride full on against each other, but at the same time we're friends after the



Room for a couple of photos. On the left is a shot of me wringing out the 400 at Loretta Lynns, and above is Al, my mechanic, mentor, spiritual advisor, whatever. Al's done so much for me over the years, I can't thank him enough. But thanks, Al.

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last check. I have to admit, Hawkins was one of my heroes when I started racing, and I'm still pumped when I pick up the phone and it's Randy calling just to shoot the breeze.

But I wasn't going to let him win. The Texas two-day was going to be the turning point. If I won one day and he finished second, it would give me 65 points with two rounds remaining, and he could only score 60 points even if I stayed home. I was thinking about this all the week before, and I figured I'd be ready to get it over with when I got to Texas. Oh boy, if it was only that simple. I flew out there with my brother Rich, and I started feeling crappy on the way out. I don't know whether it was food poisoning, some kind of bug or what, but when I got there something wasn't right. I tried to shake it off for Saturday's ride, but I was feeling lousy by then, and Randy was riding as hard as he ever has. Shane Watts was there as well, and between the two of them it was all I could do to keep up. I think I won maybe one special test, and they traded the rest back and forth. It didn't feel good to drink or eat anything, and the heat didn't help—it was over 100 degrees out there, I heard it might have been 107.

Randy won the first day and I finished third, and by this time I was really sick. I couldn't eat anything, couldn't hardly drink anything. I know now I was dehydrated pretty bad, but I got up Sunday and went out to preserve whatever I had left in points. Rich was on the same minute as me, and he's probably the only reason I finished. He kept me going, and by this time I was throwing up and completely unable to keep anything down. At one

point I thought I was going to keel over from the heat, and I found an irrigation pond pretty close to the course, so I rode over there and took my helmet off and jumped in. It sort of snapped me out of it, I was way too hot. Rich followed me over and he jumped in too. It was bad. Watsy won the day, with Randy right behind him, and I finished down around 16th in points. I didn't care, I just wanted to get out of there. My mechanic, Al, wanted to take me to the hospital, but I just wanted to go home and got on a plane instead. I should have gone to the hospital.

I got home and was still sick as a dog. I heard from Al that the way the points worked out I wound up with 31 points over Randy. With one round remaining—a possible 30 more points for Hawkins—there was no way he could beat me for the championship. I was still so sick, I didn't care to hear about it. I also felt bad about doing so lousy in Texas. That wasn't the way I wanted to win the championship, nobody wants to win like that. You know, you want to win like a hero, not like some kind of sick hospital case limping in 16th overall.

It was bad. I felt so bad, and the phone started ringing, and I was in no shape to chat on the phone like the happy champion to everybody. And I just started feeling better after about a week and a half at home, when something else go hold of me and I was flat on my back sick again. This sucked! I spent more time with doctors for two weeks than I had all year, and I was basically all right, just sick. It sucked.

So that was the story up to the end of July. After that I started feeling better again, did a little riding

locally. Al got my 400 four-stroke together and we went out to Ohio to do a bunch of 2001 model suspension testing, and get it ready for the GNCC in West Virginia (Hardrock). I do like the new KTM four-strokes, and I want to spend more time on them. They're fun! I don't know, when I ride the stroker rather than my two-stroke, I feel like I'm on vacation or something. I might even ride it at the last round of the enduro series.

So I got my third AMA National Enduro Championship, and it's starting to feel good. I'm still not happy with Texas, and I'm definitely going to ride the last round in Michigan, and try to get one final win so I can finish the series on a good note. Right now it's off to the GNCC and try to get a podium finish for once this year. After everything that's happened in the last month, honestly I'll be happy to finish in the top ten at Hardrock, and if I can get into the top five and ride with those guys for a while it'll feel good. We'll see, they're going to be riding for blood, with only five rounds remaining in the series. It'll be tough to hang, but it'll feel good to be riding again!

I'll miss the next GNCC, the John Penton GNCC in Ohio, since I'll be going to the KTM factory in Austria for the 2001 model introduction and a tour of the new factory. All along here I'll be talking to the KTM guys about a new racing contract for next year, and then we'll be all set to do it again in 2001. I'll tell you, it's all like a dream come true to me.

And I want to thank everybody, all my sponsors, Al and Melissa, my friends and family, for all the support this year. I couldn't have done it without you! ↑

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HIT THE HILLS!

Shenigo and Hoess both pick up big points

Foggy Mountain Enduro

Round 11, Blain, PA 7/16

by Paul Clipper

Craig Shenigo stayed on the gas and relied on a little good luck to win the overall at the Susquehanna Off Road Riders' annual Foggy Mountain Breakdown enduro, round 11 of the ECEA series. Shenigo, who is sponsored by B&B, KTM, Donny Lingle, MSR, Wiseco, Braking, E-Line, Silkolene, Tsubaki, Enduro Engineering, Scott USA, FMF, Tech Tubes, Acerbis, Sprocket Specialists and WD-40, actually tied with High Point A winner Dave Faery, but won the decision on tiebreakers, only 12 seconds separated the two. Third overall for the day was Kawasaki rider Stephen Edmondson, whose hard luck caused him to burn the second check on the course, finishing up with 22 points to Shenigo and Faery's 20. Close inspection of the scores reveals that Edmondson's tiebreaker points were better than the other two, some seven seconds less than Shenigo's, relegating Edmondson to the "woulda, shoulda, coulda" category, and we'll bet he's watching those potential burns a lot closer!

The Foggy Mountain ride this year was one of the most uncharacteristic SORR events in recent years. Held in mid July, the Foggy Mountain is usually anything but; normal conditions being searing hot and dusty. This year, it was raining and just warm enough, and had been raining for most of the summer. We watched it pour most of Saturday night, and started in a drizzle Sunday morning, and were treated to one of the slipperiest ECEA events so far this year. Slimy clay on wet shale rocks is a mix that confounds most rubber compounds, and having the right tires made all the difference at this event.

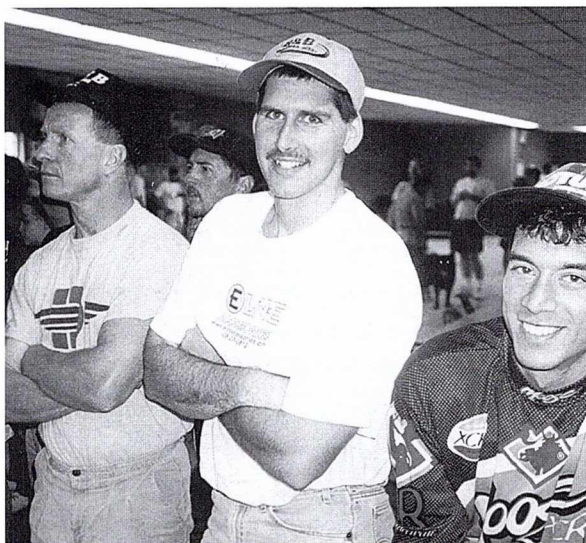
Shenigo set the pace early on with a three point loss at the first check; he and Edmondson were the only two to hit it so low. Suzuki pilot Jack Lafferty Jr., riding for Bromley Suzuki-KTM, came the closest with a four, as did Faery. There was a short transfer ride to the next check-in, and that's where Edmondson made his only mistake of the day, scooting in a few seconds early for the two burn points that would come back to haunt him. At the check-out, Edmondson, Shenigo and Faery all dropped two, while Jack Jr. fell off the pace with a three.

Three was a good score at the next check-out, the first emergency check of the day, although Shenigo increased his cushion setting the lowest score in seconds, 3:00 to Edmondson's 3:05 and Faery's 3:25. At the check-out to the next section, check seven, Faery just made the flip after some heroic riding, coming through with a seven.

Shenigo and Edmondson both scored eight, and the extra point moved Faery even with Shenigo on points although the B&B KTM rider still had him on seconds. What slowed the riders down in this section was the nastiest trail of the day, a shoulder-width trail lined with saplings and paved with the nastiest square-edged rocks you're likely to see in an enduro. It was first-gear, keep moving walking pace, and a great over-heater of bikes and bodies.



Above: Fred Hoess came out to the 'Snake and easily took the overall win. Below: Craig Shenigo did likewise at the Foggy Mountain enduro.



The top riders stayed even through the next section. It wasn't until the final points-taking check-out at check 11 that the scores were mixed up a bit more. Faery set the best time with a 3:20, compared to



Above: Marc Grossman is the newest member of the Husky team, and finished third overall at the Rattlesnake. Below: Dave Faery scored first A250.





Aaron Kopp added to his points total by scoring second overall at the Rattlesnake, and High Point A.

Edmondson's 3:21 and Shenigo's 3:33, but it wasn't enough to make up the deficit, and left Faery 12 points shy of the lead. Shenigo picked up his first overall of the season, and put him in a good points position for the ECEA overall this year.

In other class action, Aaron Griffin of the B Heavyweight class set the best score of all the B's, with a 31. He was shadowed by the 33 point scores of Scott Stryker, David Risser and Joe Cartright, who all won their classes while Griffin took the High Point. Aaron Jelliff won the C High Point with a great 47 point score, followed in by Glenn Keesey, who won the C Heavy class with a 50, and Mike Kowalsky, who won the C Vet class with a 51.

The Super Senior class was action-packed, with Scott Wolfersberger taking the win in the A division with a 42, and Kevin Passmore taking the B Super Senior win with a 162. Hey, it's a lot of work dropping all those points, don't ever belittle an enduro rider for all the points he dropped—he worked hard for them! Second place B Super Senior was Tim Stibitz, who dropped 442. Now, who do you think was more tired afterwards, Stibitz or Shenigo? Darn right, it takes a lot of work to get all those points!

Once again, the ladies proved they're a lot smarter than the rest of us, making it only to the third check before calling it a day. Sandra Cummings unofficially won that class, getting to the third check before Nicole Barnes.

We had strong warning before the start to take it easy on the creek-side trail surrounding the campground, as it was all slippery clay and guaranteed to wreck your day if you over-slid a turn and went swimming. It was fairly bad, truth be told, but a fresh thunderstorm lubricated the same trail right before the finish, turning it into an unbelievably greasy slalom into the final check! Thankfully the run was short, at about 65 ground miles, and generally all passable despite the slippery conditions. The rain started again for the ride home, and we all wished for maybe a little drier weather for Crossforks, the next weekend.

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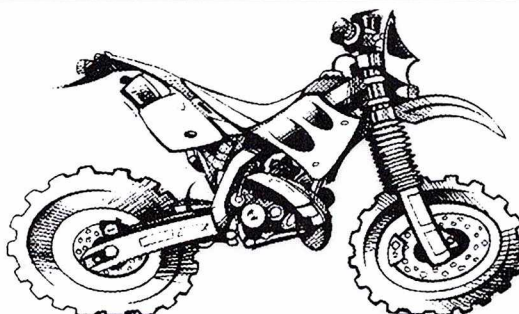
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Rattlesnake Enduro

Round 12, Crossforks, PA 7/23

By Mark Uth

Husqvarna factory sponsored riders claimed two of three podium positions at the Crossforks enduro, WR250 pilot Fred Hoess earning Grand Champion honors aboard his WR250. In a rare appearance at a local ECEA enduro, Hoess ran roughshod over the competition to drop 18 points en route to a four point margin of victory. Hoess's Husky teammate Marc Grossman slashed his way to a 24 point finish aboard his TE410 to earn third overall honors. In between this Husky sandwich was Optimum Power Technologies, KCR Racing, Dunlop, Moose-sponsored Aaron Kopp (Suz) who finished at 22 points down, his runner-up status earning him the High Point A trophy.

However, the big story on the day was the performance of Hoess, who returned to Crossforks after a one year hiatus as a result of bad blood spilled during his disqualification here in 1998. The Husqvarna USA, Dunlop, Answer, Arai, Scott, Spectro, WER, Works Connection, Motion Pro, Pirie Composites, Fredette Racing, FMF-sponsored Hoess won the race late in the day, shaving points in each of the day's last two sections. The first of these was a lengthy section just after the second gas available, to which an emergency check-in was found some ways up the trail. Tight, rocky trail conditions just preceding the checkpoint had many a rider checking in late. Hoess, however, sniffed out these shenanigans, zeroed the going-in check with a perfect 0-0 score and then proceeded to smoke the section, posting the lone three at the check-out.

Only a handful of riders managed to zero the in. Among them, Grossman and Dave Santi (Yam) turned in 0-4 scores through the test while John Farrar (Yam) went 0-5. Conversely, HPA recipient Kopp along with the majority of other top runners dropped 1-5. Hoess already had the race won at this point. However, to add icing on the cake, he scorched through the campground grass track section coming into the Known Control, carding the only two point loss in this section all day long, going or coming.

Run from the Quiet Oaks Campground in Crossforks, Pennsylvania, the Brandywine Enduro Riders' event originates from perhaps the nicest camping/start area on the ECEA circuit. Seen from the spacious mountaintop campground are scenic vistas which were actually framed by a panoramic rainbow upon our arrival on Friday afternoon. Great facilities. Mother nature was more than cooperative for the weekend as well. The partly sunny skies that yielded a few showers on Friday and Saturday remained clear for race day. Sunday morning temperatures were downright chilly with an evening cool that may have dropped below the 50 degree mark. Sunday highs could have crested 80 degrees by mid afternoon, however this was tempered by low humidity and buffeting winds.

The course consisted of a single loop with two remote gas breaks. A total of 70 or so ground miles were covered, which included a lengthy connector section (10+ miles) leading to and from the campground. Another real attraction of the BER event is the mountainous terrain traversed throughout the day. Much of the course runs through second growth forest with lots of hills and off camber. There were no real stoppers, like difficult hill climbs or stream crossings, and the intermittent rock gardens were short and



Rich Lafferty took a GNCC break and scored third in the AA class at the BER event.

manageable. Soil conditions were pretty dry despite the rainy summer experienced locally—it was even dusty in places. Each of the four remote special tests were long and fast.

First among finishers trailing the top three of Hoess, Kopp and Grossman were a trio of 25 point cards turned in by Craig Shenigo (KTM), Dave Faery (Kaw) and Rich Shirk (Yam). Filling the fourth, fifth, and sixth

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Todd Fenton was the first B Vet rider at the Rattlesnake enduro.

overall seeds, respectively, Shenigo continued his attack on the series championship with another admirable finish. For Faery, he was by our reckoning the top WNYRA finisher while earning a first place trophy in the A250 class. Similarly, Shirk bested the A Four Stroke class. A handful of 26 scores rounded out the day's elite. Dave Santi (Yam) placed seventh overall and first A Veteran while Rich Lafferty (KTM) used his time off during the GNCC summer break to earn eighth overall honors. Mike Bradway (Yam), Paul Bitting (Kaw) and Jack Lafferty, Jr. (Suz) finished ninth, tenth and eleventh overall, respectively. High

Foggy Mountain Enduro

Craig Shenigo	KTM 20
Grand Champion	
Dave Faery	KAW 20
High Point A	
Aaron Griffin	KTM 31
High Point B	
Aaron Jelliff	Suz 47
High Point C	
AA	

1. Steve Edmondson	Kaw 22
2. Jack Lafferty Jr.	Hus 24
3. Bob Bennett	Hon 35

A Light

1. Mike Sigety	Yam 25
2. Bob Solomon	KTM 28
3. Dan Stoppi Jr.	Yam 28
4. Dan Nicoloff	KTM 28
5. Mark Roll	Yam 30

A Medium Light

1. Robert Mohn	Kaw 26
2. Dave Mealing	KTM 29
3. Jeff Johns	Kaw 30
4. Chance Baker	KTM 31
5. Scott Ober	Kaw 35

A Medium

1. Brian Russell	Hon 25
2. Dale Sweigart	Yam 26
3. Mike Tavani	G-G 26
4. Jamie Wright	Yam 26
5. Chuck Stapleford	Kaw 26

A Heavy

1. Steve Guers	KTM 26
2. Al Switzer	G-G 27
3. Mark Moyer	ATK 27
4. Stacey Clark	Yam 31

5. Mike Beeler	KTM 34
----------------	--------

A Four Stroke

1. Richard Shirk Jr.	Yam 27
2. Doug VanHorn	Hon 30
3. Richard Heins	Suz 37
4. Darrin Russell	Yam 39
5. Peter Kief	Hon 39

A Veteran

1. Richard Moyer	ATK 24
2. Eric Koeller	Husk 30
3. Ken Law	KTM 31
4. Todd Reider	Suz 31
5. Jim McCommon	KTM 32

A Senior

1. James Gungelman	Yam 26
2. Scott Snyder	Yam 29
3. Steve Bromley	KTM 34
4. Clifford Tenney	KTM 35
5. Daniel Compton	KTM 38

A Super Senior

1. S. Wolfersberger	Husk 42
2. Jack Lafferty Sr.	KTM 46
3. Robert Cox	KTM 52
4. Dan Stoppi Sr.	Hon 63
5. George Clickner	Kaw 64

Masters

1. Jack Mitchell	KTM 84
2. Joseph Galie	KTM 84
3. Ken Shaefer	Hus 185
4. Robert Hoover	Hon 338

B Light

1. Joe Cartwright	Hon 33
2. Rob Trout	Yam 38
3. Joseph Mallory	Suz 42
4. Bob Converse	Hus 43
5. Ray Gamache	KTM 47

B Medium Light

1. N. Sotiropoulos	KTM 39
2. Sean Kinley	G-G 40
3. Brandon Sigety	Kaw 43
4. Roy Harrell	KTM 44
5. Marty Sprecher	KTM 47

B Medium

1. Scott Stryker	Kaw 33
2. Mike Kuzo	Kaw 37
3. Jim King	Hon 37
4. Steve Saubier	KTM 37
5. Jason Campbell	Yam 39

B Heavy

1. Jerry Cerio	KTM 39
2. Mike Coulston	52
3. Jeff Coupens	KTM 52
4. Trevor Davies	KTM 56
5. David Barnes	ATK 57

B Four Stroke

1. Dan Maksimik Jr.	KTM 39
2. Chris Schultz	Hon 45
3. James Tevis	Hon 46
4. Karl Dodson	KTM 62
5. James Paul	Yam 70

B Veteran

1. Michael Graham	Hon 38
2. Todd Fenton	KTM 39
3. Jeff Brown	Kaw 41
4. Jerry Calvert	KTM 45
5. Bill Gilmore	Kaw 46

B Senior

1. David Risser	Hon 33
2. George Bressler	KTM 39
3. Dennis Mann	Kaw 43
4. Paul Mourer	Kaw 49
5. Jay Ringler	Hon 59

B Super Senior

1. Kevin Passmore	Hon 162
2. Tim Stibitz	Kaw 442

Women

1. Sandra Cummings	Yam
2. Nicole Barnes	Hon

C Medium Light

1. Ryan Fleagle	Kaw 79
2. Jesse Wenrich	KTM104
3. John Ennis	Kaw 169
4. Nicholas Jones	TM 178
5. Brian Paquette	Kaw 260

C Medium

1. Jay McCauslin	G-G 64
2. Jamie Smith	KTM 69
3. Clint Brenizer	Kaw 75
4. Bill Harral	Kaw 76
5. Karl Logan	Suz 93

C Heavy

1. Glenn Keesey	KTM 50
2. Brian Gregas	KTM 59
3. Joe Warwick	KTM 68
4. Robert Nye	Hon 77
5. Jonathan Becker	KTM 77

C Four Stroke

1. Rob Chapman Jr.	Hon 52
2. James Crawford	Hon 53
3. John Lenick	KTM110
4. James Widmann	Yam 113
5. Paul Layer	Hon 149

C Veteran

1. Mike Kowalsky	KTM 51
2. Gary Clark	KTM 54
3. Ernest Hostetler	Yam 54
4. Dale Shaffer	KTM 59
5. Gregory Lebo	Kaw 60

Point B honors went to Veteran class rider Dewitt Harrell (KTM) on the merit of a 34 score. Joe Cartwright (Hon) was first runner-up to the HPB, posting a 35 aboard his CR125 while claiming top honors

in the B125 class.

By and large, it was a real rider's event, challenging yet easy to finish, with a lot of really nice trail. If you were chasing points, you might have had complaints,

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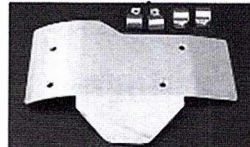
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some riders citing dubious course marking, check placement and/or official time keeping. There might even be some validity to them, but surely no worse

than any other event. We chalked it up to growing pains and didn't let it get in the way of the positive. A great day in the saddle. ↑

Rattlesnake Enduro Unofficial Results Grand Champion

Fred Hoess Hus 18

High Point A

Aaron Kopp Suz 22

High Point B

Dewitt Harrell KTM 34

High Point C

Jason Edler Hon 44

AA

1. Marc Grossman Hus 24

2. Craig Shenigo KTM 25

3. Richard Lafferty KTM 26

4. Jack Lafferty Jr. Suz 26

5. Bob Bennett Hon 32

A125

1. Mike Sigety Yam 30

2. Bob Solomon KTM 30

3. Jeff Botsford Yam 32

4. Daniel Nicoloff KTM 33

5. Brian Carden Suz 34

A200

1. Paul Bitting Kaw 26

2. David Mealing KTM 32

3. Bill Gilbert Kaw 34

4. Mark Schleeweis KTM 39

5. Jeff Johns Kaw 44

A250

1. Dave Faery Kaw 25

2. Michael Bradway Yam 26

3. Jamie Wright Yam 28

4. Chuck Stapleford Kaw 31

5. Brian Russell Hon 31

A Open

1. Matt Spigelmyer KTM 27

2. Stacey Clark Yam 27

3. Steve Guers KTM 29

4. Leonard Baltimore KTM 31

5. James Landvater KTM 36

A Four Stroke

1. Richard Shirk Jr. Yam 25

2. Steve Bowman Suz 38

3. Richard Heins Suz 39

4. Peter Kief Hon 40

5. Darrin Russell Yam 43

A Veteran

1. Dave Santi Yam 26

2. Rich Moyer ATK 29

3. Ken Law KTM 35

4. J. McCommon KTM 36

5. Craig Seely KTM 48

A Senior

1. Scott Snyder Yam 33

2. John Farrar Yam 36

3. Robert McNeel Hon 37

4. Steven Bromley KTM 37

5. Mark Uth Hus 38

A Super Senior

1. S. Wolfersberger Hus 48

2. Jack Lafferty Sr. KTM 48

3. George Clickner Kaw 54

4. Larry Barnes KTM 55

5. Dan Stoppi Hon 57

B125

1. Joe Cartwright Hon 35

2. Daniel Carper KTM 36

3. Rob Converse Jr. Hus 36

4. Rob Trout Yam 42

5. Gabe Goodman Suz 45

B200

1. Jason A. Smith KTM 38

2. Sean Kinley Gas 38

3. Roy Harrell KTM 42

4. Ray Strohm Kaw 43

5. Jacob Williams Kaw 44

B250

1. Jason Campbell Yam 37

2. Michael Kuzo Kaw 40

3. Scott A. Stryker Kaw 42

4. Jim King Hon 45

5. Mark S. Fischer Suz 47

B Open

1. Aaron T. Griffin KTM 36

2. David Barnes ATK 44

3. Jerry Cerio KTM 45

4. Matt Biedka KTM 54

5. David A. Jennings ATK 54

B Four Stroke

1. Brian Williams Yam 42

2. James Paul Yam 46

3. Steven Foster Hon 57

4. Troy Suggs Yam 57

5. Joe Volpe Kaw 63

B Veteran

1. Todd Fenton KTM 36

2. Jeff Brown Kaw 43

3. Michael Billings Kaw 43

4. Michael Kowalsky KTM 47

5. Andy Thistle Suz 48

B Senior

1. David Kough KTM 47

2. Jay Ringle Hon 51

3. Dennis Mann Kaw 52

4. Kurt Ward KTM 57

5. Mitch Sleitelman Hon 58

B Super Senior

1. Bob Shughart Kaw 72

2. Mell Hall KTM 73

3. Tom Bird Kaw 74

4. Giuseppe Bergami Kaw 81

5. Larry Rice KTM 87

Masters

1. Jack L. Mitchell KTM 55

2. Joseph D. Galie KTM 70

Women

1. June VanDriel KTM 113

2. Merle Compton KTM 124

C200

1. Brian Glenn Hon 45

2. Nick Jones TM 47

3. Ryan Wited 50

4. Chris Glenn Hon 51

5. Chris Huston Yam 58

C250

1. Daniel McCaslin Kaw 52

2. Jason Vanborden Suz 55

3. Lee Salzman Suz 55

4. Jamie Smith KTM 57

5. Dan Grant KTM 65

C Open

1. Wayne Rochkiuo KTM 52

2. Glenn Keesey KTM 53

3. Paul B. Casterun KTM 53

4. L. Johnston Jr. KTM 63

5. Dana J. Adams KTM 65

C Four Stroke

1. James Crawford Hon 55

2. Carl E. Wilson Yam 64

3. John Vallance Suz 67

4. Bill Melasecca Hon 68

5. James Widmann Yam 74

C Veteran

1. William Thackiah KTM 45

2. Walter T. Whildin Hon 45

3. James Menhorn KTM 48

4. Matt Eggleston Kaw 50

5. Stephen Mitchell KTM 58



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REAR		
92-95 CR80		\$27.99
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STAINLESS CHAIN

It's hard to make anything new and exciting in chains and sprockets, but Sidewinder's done it again!

Vic Krause of Sidewinder summed up his reasoning behind this new product as simply as he could. "Basically, we've had great success with our stainless steel sprockets, so I took it to the obvious conclusion and decided to create a stainless steel chain. Why? Because we want to sell chains and sprockets to everyone, and there's a lot of competition out there," Krause said. "How are you going to grab people if a dozen different companies are hotly competing with each other? I'll tell you how, you take the bit in your mouth and build something better than the rest of them."

It was a phone conversation, and Krause had us interested. "Send us a piece of that chain, and let's see what it can do," we told him. He went on to explain its construction. "The side plates are made out of stainless. The pins and rollers are made out of chromoly steel. The chromoly is actually better for the pins, it has less bending resistance than the stainless we could have used in its place. I wanted to make the rollers out of stainless as well, but that would have taken the price over the top—it doesn't make sense to build a chain that nobody can afford to buy. Instead, we heat treated the rollers and pins to a higher Rockwell index, a higher degree of hardness. What we wound up with is a superior chain, with side plates that won't rust or wear, and pins and rollers that make the chain tougher than anything else we've ever manufactured, at a price that's maybe \$20 higher than a standard chain, when the smoke clears."

Okay, enough of the marketing hype. When the chain arrived we were struck first by the color of it, all silver rather than the anodized gold color we gotten used to on most chains. Cool looking. We combined with a new smaller countershaft sprocket and wrapped it all around the 52-tooth stainless sprockets we'd had on the bike for the past four months. The rear sprocket showed areas between the teeth where the brushed finish had been smoothed down, but there was still no wear showing on the teeth, and no hooking at all. With it all adjusted to spec, we closed the garage and looked forward to the next ride.

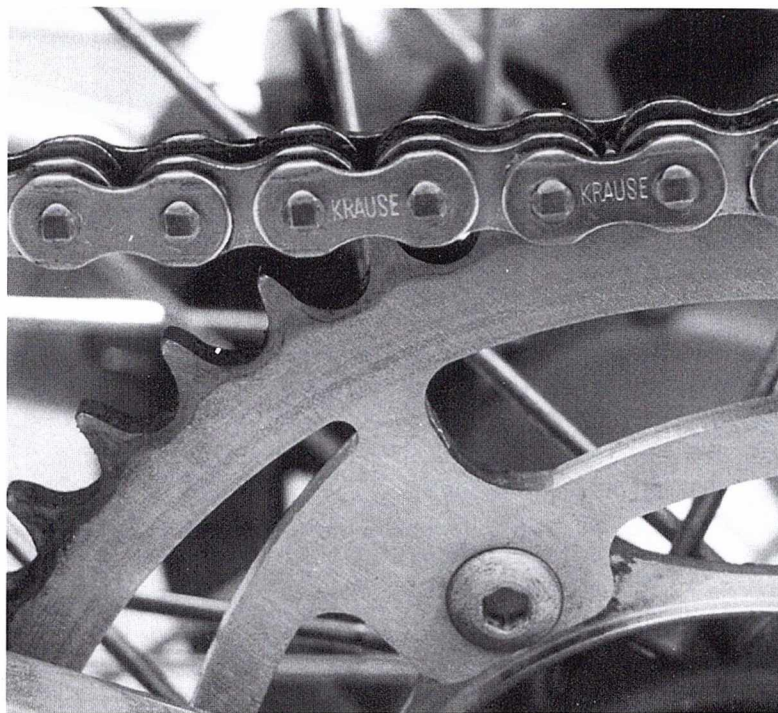
As it turned out, the next ride would be a real acid test. We've been having a very wet summer here in the northeast, and the next time the newly-shod bike was rolled out was for the Ridge Riders' dual sport, which was two days of rain and abrasive mud. Wonderful! We were a little nervous about riding on a new chain in this kind of weather, since the bad weather would accelerate the normal break-in time. After all, when the previous chain was put on this bike, it needed an adjustment after a half-day of riding, and that chain was a Sidewinder Gold. We expected no less from the stainless chain, at least until it wore-in, and pledged to keep an eye on it.

And we watched it, every time we stopped. Look down, make sure the countershaft nut was still on, flip the chain with a couple of fingers and see if it moved. Nothing. Every time we checked it, it looked the same. At the end of the day, it was still tight enough that it didn't deserve attention. This was strange. All new chains

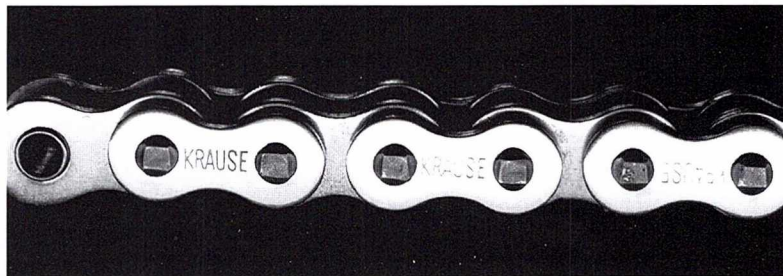
needed to be adjusted after a day of riding at most, and this one was still fine after a day in the mud!

Okay, if that was the way it wanted to play, we'd play that way. The next day we started in the rain, without even toughing the chain with any lube. Rode all day, sometimes in a heavy downpour, and ignore the chain for the whole day. At the end of the ride, the chain was just loose enough to be adjusted, about what a normal chain would need after a half-day of dry break-in. Still, we left it alone, and rode another 20 miles in the sand the next weekend before we finally tightened the chain. How much? About a half-turn on the chain adjuster bolts. That's it.

Well, that's the kind of performance that will make a believer out of you. We were already convinced about the longevity of the new Sidewinder stainless steel sprockets, after using one on a KTM 200 for a year. Now Sidewinder has stainless steel chain, and from what we've seen in two weekends of riding, it's another winner. Keep in mind that, with chromoly pins and rollers you can still get rust on this chain, so it's just as necessary to lube it—the best time to lube it is right before you wash the bike (makes it harder to get water past the o-rings and into the important



A bulletproof combination for the mud: Sidewinder stainless steel chain and sprockets.



Quad-staked pins are new on the stainless chain, and add greatly to the overall strength.

part of the chain), and the night before you ride it. Right after a ride is good too, since that's when the chain is at its warmest, but not if it was a wet ride. Give the chain a few days to dry out first (since if you lube a wet chain, you may be trapping water inside).

The stainless steel gear costs more, that's the only drawback. But, if you get many times the life out of a stainless sprocket, does it really cost more? No, it costs less. The same goes for the stainless chain. If this chain lasts as long as it appears to, Krause has a bullet-proof combination on his hands.

Sidewinder is offering package prices on sprocket and chain combinations, and we recommend the stainless steel wholeheartedly. Get in touch with Krause Racing/Sidewinder at 630-513-1000 and find out how much it is for your bike. Whatever it is, it's worth it in the long run. ↑

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Ridin' tall in the saddle aboard his trusty 2000 KTM 250 E/XC Big Mike Lafferty rustled up his third AMA National Enduro Championship at the next to last round of the series in Muenster, Texas. By the time the dust settled the New Jersey cowpoke had staked his claim as the best enduro wrangler in America. Along the trail Big Mike, and his faithful sidekick Alan Randt, corralled five wins and a trio of second place finishes — leaving no doubt who is the fastest draw in all the land.

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IT'S A WRAP!

Re-capping a long SETRA season

Photos by Erica Gossett

It was another great season of racing in the Southeast for SETRA riders. With Fifteen enduros and 19 hare scrambles from the North Carolina Mountains to sandy Florida, it made for great racing and a whole lot of driving.

On the timekeeping side of things, KTM's man in the South, Allen Gravitt claimed another enduro championship to add to his long list, making it 15 total, counting in his hare scrambles championships. To top it all off, this year Allen had the honor of being inducted into KTM's Hall of Fame. As usual, Allen rode his 200 EXC all season. "I had a good year, I started out kind of slow, but then picked things up and was able to wrap it up early enough to miss the last few races. As for the season coming up, I know Edmondson and Morrison will be back, and Michael Grizzle is going to be tough. Franklin Ramey (two-time enduro champ on a Gas Gas) told me was coming back to ride some. It looks like I'm going to have to be ready. I won't have my 200 in time for the season opener, so it looks like I will ride the first few races on a 125."

Finishing in the number two spot was Husaberg rider and SETRA president Michael Grizzle. Stephen Edmondson, a young Virginia hare scrambles rider tried his luck at enduros this year and rode his Kawasaki KX250 to third overall. North Carolina native Doug Masencup on a KTM 250 finished third. Three-time Florida Trail Riders enduro champion and Team Green rider Ashley Brewer finished fourth on his KX250. Gas Gas rider Daniel Morrison rounded out the top five.

The opening round of the enduro season took place in South Carolina the first week of September at the Little Brown Jug. As was expected. Randy Hawkins

claimed the win. It's pretty much his hometown race and he is tough to beat there. Gravitt nabbed a top three finish. In the next few rounds Gravitt had his hands full from Virginia riders Daniel Morrison and Stephen Edmondson. Both riders came on strong; Morrison got the win at the Long Cane and Edmondson at Brown Mountain in North Carolina.

Grizzle had his share of troubles in September. "I broke a chain at the Long Cane and my wrist at a GNCC. That injury kept me from racing till the first of the year. The Swamp Fox in Charleston would be my first race after almost three and a half months recuperating. I had a



Rod Stuckey stayed on the gas all season, and finished up with the SETRA Hare Scrambles Series overall championship.

won the Swamp Fox, another one of the South Carolina natives' favorite races. Morrison posted a win at the Sandlapper, besting Gravitt and Grizzle on tie breakers. It was all the way to Florida for Bike Week and the Alligator enduro. This year was one of the best in recent years, and Hawkins nudged Lafferty for the win. Two weeks later at the Cherokee National, Lafferty got him back for the overall and Gravitt claimed the runner up spot, and sewed up the SETRA championship, with three rounds remaining.

On the hare scrambles front, North Carolina native Steve McSwain fought off a very determined Rod Stuckey to take the championship. The two battled it out all year, before going into the next to the last round tied for points. "Me and Steve were at The Steele Creek GNCC (also a SETRA championship) and both of us got stuck on the same hill on the last lap. Steve made it to the finish before me and I lost the championship by 13 seconds. It was that close all year. Steve has won a few Mid East championships and he is a tough competitor. We had some good racing," said Stuckey.

With 19 races the season was quite exhausting. Some of the bigger name riders came to race while they were in the area. Shane Watts won a round in South Carolina, as did Randy Hawkins and New England's Josh McLevy. Paul Edmondson took a win at a very muddy race in Georgia. Robbie Jenks came down to Georgia for Aonia Pass to claim a round (as an injured Mike Lafferty spectated). Those aside, the remaining races were divided between Stuckey and McSwain. "This season has given me a lot of confidence going into the 2001 season. I managed as high as eleventh overall in two of the GNCCs. That helped



Allen Gravitt is the Energizer Bunny of SETRA, this year collecting his 15th enduro championship.

good season after that, I got my Husaberg dialed in and I just had fun" Grizzle won the final three rounds of the season. Gravitt, after a bit of a slow start got it together and won the next three rounds, two in Florida and the Gobbler Getter in Alabama, arguably the toughest enduro on the calendar.

After a month break through December, Hawkins



Another veteran of SETRA hare scrambles, Steve McSwain finished second overall this year.



A broken wrist may have kept Michael Grizzle out of the enduro championship title this year. He'll be tough in 2001.

me get my speed and endurance up. I plan on riding the enduros as well as hare scrambles this year, and only ride the three GNCCs on our calendar," said Stuckey. In between the two series, Stuckey is also handling the Vice President of hare scrambles duties for SETRA. ↑

SE&TRA Top Finishers Enduro

1. Allen Gravitt	KTM
2. Stephen Edmondson	Kaw
3. Michael Grizzle	Hbg
4. Doug Masencup	KTM
5. Ashley Brewer	Kaw
6. Daniel Morrison Jr.	Kaw
7. Tommy Veator	KTM
8. Randy Hawkins	Yam
9. Rod Stuckey	Kaw
10. Steven Smith	Kaw

Hare Scrambles

1. Rod Stuckey	Kaw
2. Steve McSwain	Kaw
3. Tommy Veator	KTM
4. Anthony Snyder	Kaw
5. Jason Ward	Gas
6. Randy Hawkins	Yam
7. Terry Mealor	Yam
8. Doug Masencup	KTM
9. Doby Leonard	KTM
10. Jeff Collins	Kaw

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HUSKY 250WR

Sleek, slim and snappy, the Husqvarna 250WR is a classic winner

Husqvarna's reemergence in the U.S. market kicked into high gear for 2000, with top factory off-road riders Fred Hoess and Joel Dengler acquitting themselves well on the national scene aboard WR250s. While that and a favorable contingency program has served to put many amateur riders in the saddle, perhaps the biggest reason comes from the machine itself. Fact is, this year's Husky 250 is a great out-of-the-box racer. Exceptional suspension, ample power, solidly constructed, the WR250 comes equipped with all of the tools you'd expect from a European off-road weapon. Our biggest complaint: why did we take so long in hounding down a test bike?

The leading change on this year's bike is new slim bodywork all around, which summarily dismisses annual complaints about Huskys being ergonomically incorrect. All new plastic and a new seat yields the slimmest Husqvarna ever, but the benefits don't stop there. The innovations also ease maintenance chores and look pretty good, too.

Other than the bodywork, updates are mostly routine. Of course there's the obligatory suspension tweaking, fork, shock and swingarm all seeing updates, which in this case has had a profoundly positive impact. Additionally, there are new wheel hubs front and rear, claimed to be lighter, stronger, etc. Their cast finish looks satisfyingly retro. Regarding motor modifications, Y2K changes include a new piston and crankshaft, bigger radiators for better cooling, as well as a new clutch assembly. As usual, our testing included requisite racing and trail riding over terrain varying from South Jersey sand lands to the mountains of central PA and New York. Summertime temperatures pretty much reigned over the duration.

Power Plant

When you get down to it, the '00 Husky WR250 has a great off-road motor. Good torque, controllable hit and nice run-out all contribute to a power delivery that maximizes traction in seemingly tractionless situations. However, from the factory there are a couple of obstacles to achieving its potential. First and foremost among them is the light weight, single-walled pipe that comes with a funky restrictor in the head pipe. The restrictor basically chokes down the pipe's inner diameter to less than an inch. We didn't even ride the bike before chiseling it out, fortunately a simple task.

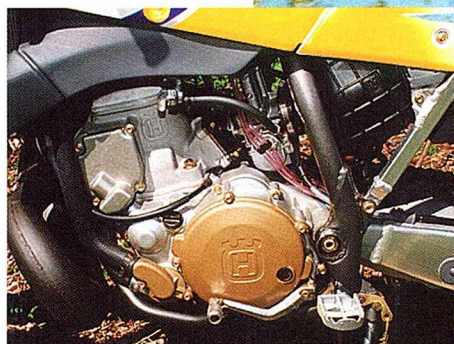
Sans pipe restrictor, the stock pipe lets the motor breathe better, providing a powerband heavy on the mid-range bias, but hampered by fat factory jetting. Cleaning up the jetting surely would have smoothed out power delivery, however, since our previous experience with the stock pipe found it to be susceptible to trail damage, we opted to install a Dyno Port torque pipe instead. With the heavy duty Dyno Port unit the WR250 is a tractor that will chug along at near idle speeds, coming to life with a classic electric power delivery. It's still snappy in lower gears, however it is sometimes resistant to coming on the pipe under power-robbing conditions in top gear (with stock gearing).

Even with the aftermarket pipe, stock jetting was

just a tad on the rich side for sea level, summer conditions, a state further compounded when riding in the mountains as the jetting proved sensitive to altitude. The Mikuni TMX carb is an able fuel meterer, and with it the WR250 is an easy bike to jet. For obvious reasons, the motor comes from the factory in a slightly rich

state of tune with a 35 pilot, 400 main and J8.6DJ8-60 needle with clip in #3 slot. The engine ran okay like this, although it smoked a lot and had the tendency to load up. It didn't foul any plugs though and the Dyno Port pipe lessened these effects. Rejetting was fairly straight forward with good results achieved. A 30 pilot and 390 main in conjunction with dropping the needle a groove (to the #2 clip position) yielded a nice brown plug insulator. Once the temperature drops (or if we were to do any riding in lengthy, high speed venues), we'll go back to the 400 main and see how things go from there.

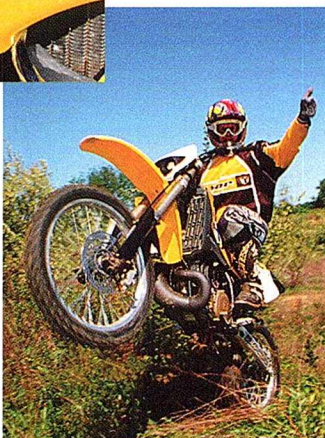
With the jetting just right, this quarter liter Husky provided a power





Fred Hoess' 250 uses this trick Pirie Composites carbon fiber tank prototype. A plastic version will be available from IMS some time in the future.

delivery not unlike KTMs of old, with just a tad less torque off the bottom. A very manageable hit and good top end, overall the type of motor you want when conditions are their worst. By comparison, the 2000 KTM 250 has a more robust surge right off the bottom (more torque), which is great for traction-rich conditions. Both bikes are comparable through the midrange while the KTM seems to sign off sooner. The KTM's low end torque makes you want to short shift, as it's less user friendly when things are really snotty. It takes a much more careful throttle hand to ensure hookup. With the Husky, even the greenest novice will have no trouble



keeping the rear end hooked up and churning. We proved this repeatedly in slippery conditions at the recent Barbed Wire enduro, and TR's secret fenland testing grounds (read: Bertino Swamp), where the WR250 easily maintained traction needed for lofting the front end over logs, roots and rocks and to conquer hills attacked under the most momentumless situations.

One area of concern, our water test on the WR250 yielded the conclusion "this bike ain't no duck," at least in stock trim. First, there's a drain hole in the ignition cover; intended to allow moisture to drain and dry out the ignition. Problem is that it also allows water in, which in extreme cases causes the ignition to misfire or quit. A thoroughly drenched kill switch had a similar effect, which remains disconnected on our tester for that reason. Finally, the airbox doesn't seem to succeed at deflecting enough water away from the air filter, as we sucked puddle scum and died in a seeming innocent water crossing during one trail ride. Certainly all of these antics are easily preventable with some minor bike preparation like sealing the ignition cover and taping up airbox seams. A pair of the carb vents needs to be rerouted up under the fuel tank, too. Failure to attend to these matters might mean you'll be pushing and kicking after the next splash.

Regarding the transmission and final drive, the Husky 250 sports a five speed cog box that shifts easy

Husqvarna WR250

Specifications

Engine:	Reed valve inducted, L/C two stroke
Bore:	66.4mm
Stroke:	72mm
Displacement:	249.3cc
Ignition:	CDI, lighting coil
Spark Plug:	NGK B8EG
Carburetor:	Mikuni 38mm TMX
Jetting:	400 main, 35 pilot, J8.6DJ8-60(3) needle, air screw 1.5
Transmission:	5 speed
Final Drive:	13/48
Chain:	DID 520 O-ring
Frame:	Double cradle, alloy subframe
Fork:	Marzocchi 45mm USD, 11.2" travel
Fork Spring Rate:	4.0 kg/mm
Rear Suspension:	Sachs, adj. reb., hi/lo comp., 12.6"
Shock Spring Rate:	5.4 kg/mm
Front Brake:	Brembo, 260mm disc
Rear Brake:	Brembo, 220mm disc
Wheels:	Excel rims
Tires:	Michelin Enduro Comp III
Wheelbase:	57. in.
Overall Length:	84.25 in.
Overall Width:	31.89 in.
Overall Height:	49.61 in.
Saddle Height:	35.04 in.
Claimed Dry Weight:	229.3 lb.
Fuel Cell Capacity:	2.5 gal.

with nary a hitch. Clutch actuation is silky smooth with a low-effort lever pull and consistent, non-fading engagement. There's a quick adjustment clutch perch that seems almost unnecessary as cable free play never seemed to change. The DID O-ring chain and alloy rear sprocket exhibited good wear characteristics. However, the final drive might be just a tad on the high side. During replacement we'd probably opt for an extra tooth or two on the rear sprocket, depending

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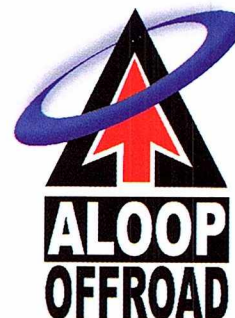
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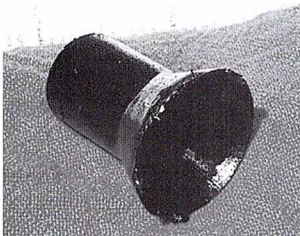
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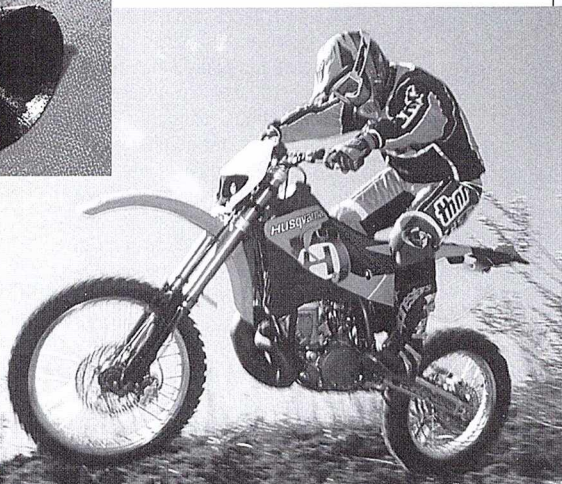
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Ride

Out back, Husky's press release boasts of a new shock and swingarm. In reality, both received updates, the swingarm stiffened with additional bracing and shock valving internals altered. Together with the conventional rising rate rear suspension linkage, rear suspension performance is plenty capable. The Sachs shock remains unique, fully adjustable with its characteristic high and low speed compression damping adjustment. On both the fork and shock,



We found the Husky to be light-handling and still stable at speed, very good qualities. One thing we didn't like: the easily-removed exhaust restrictor.



tube protrudes one eighth-inch above the triple clamp. Together, suspension and chassis combine to make the '00 WR250 an excellent handling machine. It stays in the line chosen, doesn't hunt or wash out, and pretty much ignores minor trail

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Maintenance

This year's Husky 250 is one of the most maintenance-friendly bikes we've ever wrenched on. The new bodywork is just ingenious, thanks to those unusual shrouds. No tools to remove the seat, one M6 fastener (8mm head) and the fuel tank can be lifted off. On top of that, the new tank affords good spark plug access that permits easy changes even on a hot motor (wearing gloves, of course). There's tool-less access to the air filter too, the dezus fastener holding the seat and a wing nut retaining the air filter element itself. Additionally, the WR250 uses a common air filter element, similar to pre-PDS KTM's, Honda, et. al. Jetting changes can be accomplished without carb removal, by loosening the carb boot clamps and rotating the carb. However, this is complicated somewhat by an interference with a rear pipe and brake reservoir mounting bracket. Finally, there are zerk fittings found on all swingarm and suspension linkage pivot points, easing the chore of keeping those expensive bearings well lubed.

obstacles. This gives the rider the buoyancy to successfully attack turns at higher speeds, surely a winning formula for many races.

The Rest

The new body work and plastic makes this quarter liter Husky very thin at tank/seat junction. The seat itself is comfortable, the foam firm without being too hard. The seat is covered with a seat cover that's textured on the top and shiny smooth at the sides, like some pricey aftermarket seat covers. Matching the thick shroud graphics, it looks good and provides excellent grip. At first, the new shroud scheme looks kind of strange, however it permits a jiffy-quick fuel tank removal, just one bolt securing the tank. The pointy radiator shrouds are not actually bolted to the radiators, eliminating the need to remove those fasteners. Near standard for Euro scoots, the Husky continues to come with dependable Domino controls and Brembo braking components. We had nothing but good experiences with this hardware.

Regarding enduro treatments, there's a mechanical odometer, a nice dual beam headlight that looks trick, and a fender-mounted tail light with an unbreakable lens. Fuel tank size is roughly 2.5 gallons, a compromise to the new slim bodywork. Nonetheless, the WR250 should have no problem completing a 50 mile enduro loop except under the most demanding conditions. For rolling hardware the WR250 boasts Takasago Excel rims laced to new lightweight hubs, again shod with marginal rubber (Michelin Enduro Comp III). However, inside those tires are excellent Pirelli heavy duty tubes. Most of our WR250 testing was accomplished on Dunlop D756 meats front and rear. The rear Dunlop proved exceptionally able in the snottiest of conditions.

The Trailhead

So, our WR250 test is done and its time to turn in the test bike right? Guess again. We ride a lot of different bikes around here, mostly able machines these days, a few dogs, and even fewer that we really get excited about. The '00 WR250 is in this latter category, a bike that we continue to look forward to trail riding or racing. There are plenty of good 250cc bikes out there, and the Husqvarna WR250 is not only one that should be counted among them, but a bike that stands out in a several important areas. Is it the bike that'll trim your tree? It certainly could be. Either way, you can bet we're going to just keep on getting excited until Rob Keith hires the repo man to come take it back. ↑

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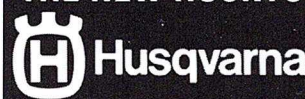
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More names—some old and some new—make up the overall winners' list for '00

Tri-State Enduro

Round 6, Oxford, MA 7/23

Team Moose rider Eric McEachern has been roosting his Honda CR250 to the top of the A Light class all season long, and has also snagged a few A High Point trophies along the way. In dominating fashion, McEachern finally proved he has what it takes to claim his very first NETRA overall win with a seventeen-point score at the 2000 running of the Tri-State Enduro in Oxford, Mass. Eric was followed closely all day by fellow Moose teammate Jason Cayer, aboard his Razee, C-Cycle-backed KTM. Cayer earned first AA and second overall, dropping nineteen points over the somewhat fast and rocky course. Battling it out for third and fourth overall were Moose, Razee, KTM teammates Peter Tanner and Hans Neff. Tanner's twenty-three point card gave him third overall and second AA, while Neff found himself in fourth overall and third AA at the end of the eighty-six ground-mile event. Notably absent from today's competition was Valley Motorsports' Jerry Madore, who was busy earning his work credit by serving as co-Trail Boss with fellow Tri-State Trail Rider Tim Dinger.

In a change from past years, the event started right into an 18 mph woods section. Only McEachern and Cayer could zero the ten-mile section, with Tanner and KTM, Cliff Cycles-sponsored Neil Dennett dropping

ping two apiece. McEachern separated himself from the pack in the next section, losing 3:54 in the short four-mile section run at 24 mph. Dennett, Cayer, Neff, Tanner, Anthony Geraci and Steve Antoniou all followed with four and change each.

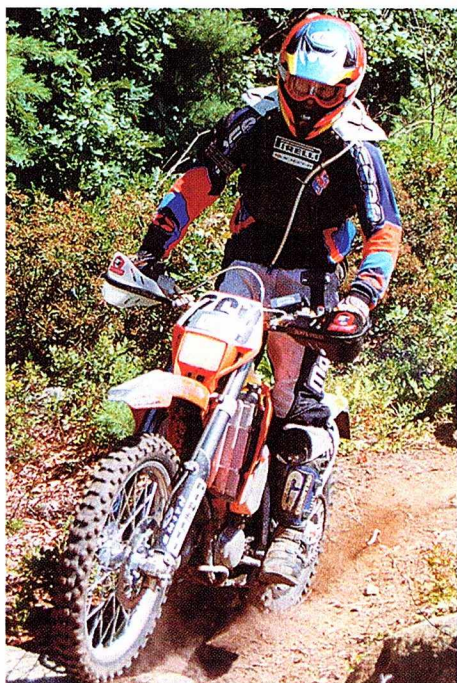
McEachern, Tanner, Neff and CRE/E-Line, Moose, Razee-sponsored Raffi Peterson set the pace at check six, dropping only three points in the section, which included an "A & B rider only" split. After the official gas stop, McEachern really dropped the hammer, losing only 1:12 in a fast five-mile section. Cayer snuck in under the wire with 1:59, followed by Neff (2:14) and Tanner (2:54). While the C riders called it quits for the day after this section, the A & B riders had to



Jason Cayer won the AA class at Tri-State, but could only pull out a third at the BTR event.



Eric McEachern scored his first overall win at the Tri-State, in a season of good A Light finishes.



Neil Dennett was the High Point A winner at both the Tri-State and Hell in the Hills enduros.

forge ahead. In the remaining two eight-mile sections, McEachern sealed his win by going 2-8 to Cayer's 3-8. Tanner and Neff matched scores with 3-9.

Elated, McEachern pumped his arm high in the air when collecting his first-ever Overall High Point trophy. Neil Dennett added another A High Point trophy to his collection with his 27-point score. Carl Andrews roosted his KTM to B High Point with a 29 on the shortened B course. Going home with the coveted C High Point trophy was Greg Smith, whose 41 was fastest on the even shorter C course. Keith

Goodell rode his trusty KTM to another win in the Super Senior class, while Tom Farley continues to dominate the Masters division on his CRE/BB. Women's class rookie Stacey Edwards earned the win in the Women's class by virtue of her being the only gal to make it to check 5 on her Honda.

After six rounds, Neff stands firmly atop the points race, followed by Cayer and Madore. McEachern has now vaulted himself into the top five with his win. This is where things start to get interesting, though as Neff and Cayer have yet to use the throw away to earn their work credit. This year's NETRA Enduro Championship has been one of the most exciting points battles in recent history, with no one rider dominating the series. Stay tuned to these pages for more action!

Hell in the Hills Enduro

Round 7, New Boston, MA 8/13

It's been a while since Moose, Razee, Factory Connection, CRE/E-Line's Kevin Hines has lined up at the start of a NETRA enduro. Almost six months to the day, to be exact. Whatever the reason, be it aching joints, developing a new dual-sport kit, working on his Vermont vacation home or just a little hiatus from a two-decade long racing career, when Hines shows up to compete, he shows up to win. Win is just what he did at the 2000 running of the Berkshire Trail

by Joe McLaughlin

WN

Photos by Cheri Alix

Riders "Hell in the Hills" enduro. Hines' thirty-five point score was more than enough to top Valley Motorsports, Sinisalo-backed Jerry Madore's forty-

Tri-State Enduro		
Overall High Point		
Eric McEachern	Hon	
A High Point		
Neil Dennett	KTM	
B High Point		
Carl Andrews	KTM	
C High Point		
Greg Smith	Hon	
AA		
1. Jason Cayer	KTM	
2. Peter Tanner	KTM	
3. Hans Neff	KTM	
4. Raffi Peterson	CRE	
5. Jim Mitchell	Hon	
A Bantam		
1. Steve Antoniou	KTM	
2. Jerry Randall	Yam	
3. Martin Griff	Yam	
4. Jason Watkins	KTM	
5. Joe McLaughlin	Kaw	
A Light		
1. Shawn Mason	KTM	
2. Steve Fastert	Hon	
3. Anthony Reo	KTM	
4. James Copeland	KTM	
A Heavy		
1. Anthony Geraci	KTM	
2. Bill Drummey	Hon	
3. Austin Jalbert	CRE	
4. Bill Sironen	KTM	
A Four Stroke		
1. Jim Green	Suz	
2. Jim Simcock	Yam	
A Vet		
1. Mike Kelley	Hon	
2. David Kelley	Hon	
3. Ken Held	KTM	
4. Richard Seymour	Hon	
A Senior		
1. Roger Rodrigue	Hus	
2. Robert White	KTM	
3. Bob Edwards	KTM	
4. Peter Ruggiero	KTM	
5. Irv Witkop	KTM	
B Bantam		
1. Paul Smith	KTM	
2. Jeff Grant	Kaw	
3. Robert Bogle	Gas	
4. Matt Estes	KTM	
5. Mark Beauregard	Yam	
B Light		
1. Jason Ruotolo	KTM	
2. Anthony Federico	Suz	
3. Patrick Armstrong	Hon	
4. D. Wernersbach	Yam	
5. Don Quinn	Kaw	
B Heavy		
1. Doug Simone	KTM	
2. Gary Ryan	KTM	
3. Doug Walter	KTM	
4. Jim Royce	KTM	
B Four Stroke		
1. A. Wyzkowski	Hon	
2. Ken Hawk	Hon	
3. David Gargiulo	Suz	
4. John Considine	Yam	
B Veteran		
1. Alan Ross	Hon	
2. Paul Darezzo	Hon	
3. Chris Singer	KTM	
4. James Simmons	KTM	
5. Don Schucht	KTM	
B Senior		
1. Ron Pratt	Kaw	
2. Kevin Corbeil	Hon	
3. Peter Anania	Hon	
4. John Przbylski		
5. Russ McIntyre	Suz	
C Bantam		
1. Daniel Webster	Kaw	
2. Russell Cone		
3. Robert Costa	Yam	
4. Michael Mason	KTM	
5. Michael Suriani	Kaw	
C Light		
1. Frank Frey	Kaw	
2. Jon Walsh	KTM	
3. Jeff Gosenshi	Yam	
4. Darell Alexander	KTM	
5. Craig Bevington	Kaw	
C Heavy		
1. Alex Beldotti	KTM	
2. Mike Blackwell	KTM	
C Four Stroke		
1. Mark Thai	Hon	
2. Scott Robinson	Hon	
3. Rich Pagano	Hon	
4. David Seften	Kaw	
5. William Ewen	Hon	
C Vet		
1. Mike Kearns	KTM	
2. James Antes	Yam	
3. Stephen Tanzella	KTM	
4. Jonathan Morton	KTM	
5. Harry Woloohjian	Gas	
C Senior		
1. Mike Ceravolo	Kaw	
2. Charlie Kennedy	KTM	
3. Kevin McKenzie	KTM	
4. Anthony DiRocco	Hon	
5. Karl Woodman	Suz	
Super Senior		
1. Keith Goodell	KTM	
2. Paul Lussier	KTM	
3. Bill Johnson	Hon	
Masters		
1. Tom Farley	CRE	
Women		
1. Stacey Edwards	Hon	
2. Bev Simcock	Yam	
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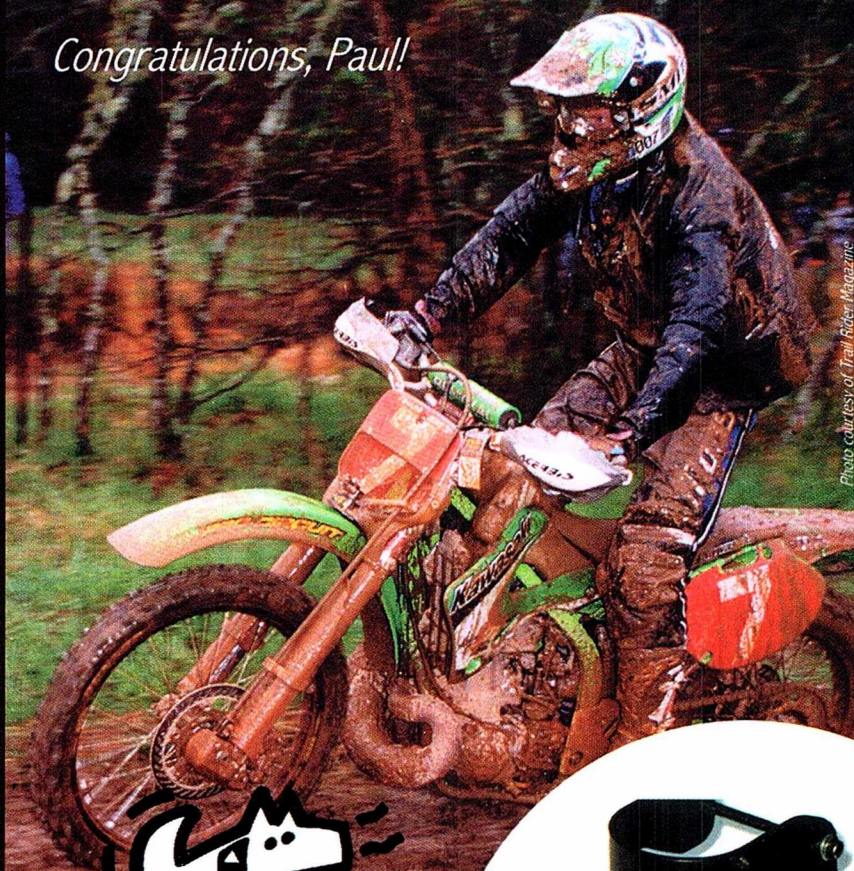



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Climbing the powerlines at the Tri-State. The author chases veteran enduro rider Steve Antoniou.

three, who earned second overall and first AA. MSR, G & G Cycle's Rick Claxton posted one of his best finishes of the year at third overall and second AA with a 48, followed by Moose, C-Cycle, Razee's Jason Cayer (51).

The Berkshire Trail Riders are a funny group. They lay claim to some of the most enjoyable and diverse

Hell in the Hills Class Results Overall High Point

Kevin Hines	Yam
A High Point	
Neil Dennett	KTM
B High Point	
Paul Smith	KTM
C High Point	
David McCosky	Kaw
AA	
1. Jerry Madore	Yam
2. Rick Claxton	CRE
3. Jason Cayer	KTM
A Bantam	
1. Martin Griff	Yam
2. Gilles Trepanier	KTM
3. David Harris	KTM
A Light	
1. Mike Nash	CRE
2. Shawn Mason	KTM
3. Carl Andrews	KTM
A Heavy	

1. Mike Zahansky	KTM
2. Austin Jalbert	CRE
3. Anthony Geraci	KTM
A Four Stroke	
1. Jim Green	Suz
2. Jim Simcock	Yam
3. Luis Colom	Suz
A Vet	
1. Mark Bouvier	KTM
2. Ken Held	KTM
3. Paul Courville	Yam
A Senior	
1. Duncan Broatch	KTM
2. Bob White	KTM
3. Bob Edwards	KTM
B Bantam	
1. Jeff Grant	Kaw
2. Robert Bogle	G-G
3. Peter Kelly	Yam
B Light	
1. Pat Armstrong	Hon
2. Mark Toth	Suz
3. Ryan Brown	Suz

B Heavy	
1. Doug Simone	KTM
2. Doug Walter	KTM
B Four Stroke	
1. Bob Lycett	Kaw
2. David Oram	Yam
3. George Deidrich	Hon
B Veteran	
1. Ben Stadig	Yam
2. Scott Lussier	KTM
3. David Simmons	KTM
B Senior	
1. Kevin Corbeil	Hon
2. Bob Young	KTM
3. Ron Pratt	Kaw
C Bantam	
1. Michael Mason	KTM
2. Dan Webster	Kaw
3. Jeff McDougal	KTM
C Light	
1. Jon Walsh	KTM
2. Frank Frey	Kaw
3. Jeff Goscenshi	Yam

C Heavy	
1. Alex Ernst	KTM
2. Francis Kaess	Hus
C Four Stroke	
1. Greg Smith	Hon
2. Scott Robinson	
C Vet	
1. Rees Harris	Suz
2. James Antes	Yam
3. Roger Kent	KTM
C Senior	
1. Charlie Kennedy	KTM
2. Mike Bernier	KTM
3. Kevin McKenzie	KTM
Super Senior	
1. Keith Goodell	KTM
2. Paul Lussier	KTM
Masters	
No Contestants	
Women	
1. Stacey Edwards	Hon
1. Bev Simcock	Yam

trails in New England, maybe even the country. The terrain is so varied, they could host an event that would be considered easy by C rider standards, all the way to an event that could hour out even the most hardy A rider. Like most years, the club decided to lay out a course that could've been fun, but several inches of rain in the days leading up to the event greased up the trails enough to scare some people away, and take the enthusiasm out of the hearts of most who dared to show up.

There was no questioning the motives of co-Trail Bosses, Bob Stadler and Dave Kelley, as they posted a disclaimer in the event's ad that read as follows: This enduro requires that you be able to handle your motorcycle with various skills, not only speed. It con-

sists of steep and long up hills, down hills, river crossings, mud holes and other assorted obstacles. If you have a weak heart, mind or are just plain chicken, stay home and catch up on your knitting. Perhaps this ad is what motivated Hines to blow the dust off of his YZ250, as he's known for his love of long, grueling events.

The event certainly lived up to its billing. In the very first section, most of the AA and faster A riders were able to zero the section, while some of the C riders failed to navigate the 18 mph section within their hour. After Hines burnt the check into the next section, he had a few points to make up on Madore and Moose, Razee, KTM's Peter Tanner, who each had perfect scores leaving the day's first gas stop.

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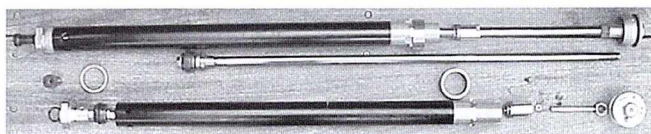


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The next loop was twenty miles of some pretty muddy trails that surely would have been a hoot without the extra water. Hines managed to make up his burn points at his first opportunity, dropping 5:02, followed by Madore (7:30) and Moose, Razee KTM's Hans Neff (8:04). Hines and Madore continued to pull away from the pack, dropping four minutes apiece in the section that followed.

When the going gets tough, Hines gets going. He pulled away from the field in the next section, losing only 10:05, followed by Madore (12:07), GNCC regular Dave Gunn (12:14), Cayer (12:16), and Claxton (12:22). Kevin rounded out the final two A rider-only sections with a 12-2. Madore was second-fastest at 16-3, followed by Claxton's 17-3.

After nearly six and a half hours in the saddle, Kevin Hines went through hell and back fastest. Cliff's Cycle, KTM-sponsored Neil Dennett grabbed another A High Point with his fifty-six point score. Paul Smith was one of only two B riders to finish the event, and earned B High Point honors with his 100-point score. David McKosky pushed his Kawasaki all the way to check 10 before running over his hour to take home the C High Point trophy. Keith Goodell rode his way to check 10 for another Super Senior class win. Woman's class riders Stacey Edwards and Bev Simcock both failed to make it to the first check, so they ended in a tie.

Madore's and Cayer's consistent finishes are causing Hans Neff a little grief in the 2000 NETRA Enduro Championship points race. With seven rounds complete and three remaining, it's still anyone's guess as to who will come out on top. As the season winds down, it looks for sure like it's going to come down to the very last race. The action picks up again on September 17th at the Greylock Enduro in Windsor, MA. ↑

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GETTIN' IT!

Pat Timothy gets two more wins in the wet

Connecticut State Round 7, Union, CT 7/16

This year's Union Hare Scramble became more of a battle with the elements than a battle between riders. After several hours of heavy rain the night before, the infamous waterhole was now a full fledged lake. Most of the water was at seat height, drowning out just about anyone who didn't have their bikes completely waterproof.

The club laid out the start so that the riders would avoid the waterhole for the first lap. The Juniors and Minis were completely routed around the water by way of an old foot bridge. The first row of Junior riders consisted of Pat Corcoran, Paul Dellagheffa, Benedict Schiermeyer and Scott DeCosta. DeCosta took the lead right off the start. Once again he made it look easy, taking the win with over one minute on second place Tim Langenback. Dellagheffa took third place down another two minutes.

Chase Smith won Mini class with almost two minutes over second place Grant Swanson. Heidi Landon took the win in the Women's class. Dawn Shayer and Dawn Silvia stayed within twenty seconds of each other for the entire race with Shayer coming around just ten seconds ahead to take second place, leaving Silvia to take third.

When it was time for the Novice event, the fencing around the waterhole was moved, closing off any option of using the foot bridge. As the riders came around for the second lap, they got to test just how deep the waterhole could get. Within minutes, the water and its banks were littered with drowned bikes. This went on for a total of five laps with the ones walking it through having the best chance of survival. Jeff McQuarrie kept his bike running for the entire race, taking the Novice class High Point by just seconds over Mark Carpenter. Carpenter earned first place in the Novice 250 class.

With only a short delay the Expert/Amateur riders took off, with RER/C-cycle/Regina/Bullet Proof/FMF-sponsored Patrick Timothy, Josh McLevy and Brian Lawson on the front row. Dunlop/GP Brakes/Spectro-backed McLevy got the holeshot followed by Lawson and Timothy. DJ Lis and Bob Santheson were next off the line. As the riders completed the first lap and headed into the water, it was McLevy out in front followed by Lawson in second down only seconds. McLevy walked his bike through the water while Lawson rode right behind him with neither bike missing a beat. Timothy came around in third down another five seconds followed by Lis and Panzella.

Not one of the top riders had a problem with the water until after the third lap. "The



A good day for Team RER: Lorne Goralnik, 1st A200; Pat Timothy, 1st overall, Everett Maynard, High Point A; Chris Panzella, 2nd overall. (Ed Panzella)



He would not drown! Mark Carpenter took first place in the Novice 250 class. (Cheri Alix)



Josh McLevy had the lead and successfully pushed through the pond twice, but tried to ride on the third lap and drowned out. (Ed Panzella)

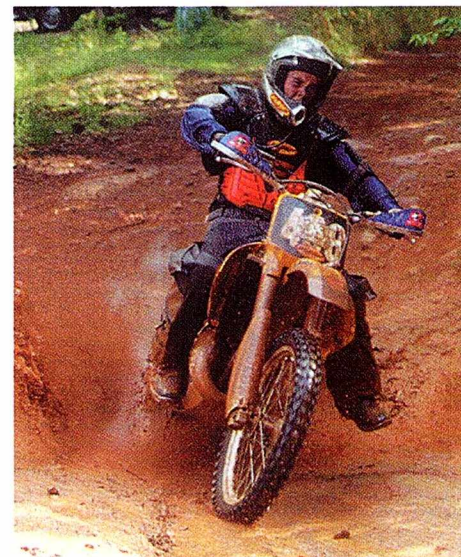
first two times I walked my bike through and made it," said McLevy. "I saw that Brian (Lawson) was riding his so I figured that on the fourth lap I could ride it, since walking it through was costing me a lot of time. Riding it ended up costing me, since it lowered the bike a bit and I drowned out."

Ronnie's Cycles/Bridgestone/Factory Connection's Lawson passed McLevy as he was pushing his bike out of the water taking over the lead and moving McLevy into second place. McLevy got his bike going again without losing another position but not far into the fourth lap his throttle started to stick and after launching his bike into the woods he had to call it a day.

Lawson held the lead for the entire fourth lap, but he too was to become victim to the water at the start of the fifth lap. It took Lawson close to a minute to get his bike running again. Luckily he didn't lose any positions, heading back out in first just seconds ahead of second place Timothy. "I had a good fifth lap then I came around and watered out for about a minute," said Lawson. "Ken Law helped me get my bike going again and as soon as I did I got a flat tire."

Lawson made it more than half way around the course before crashing and turning the lead over to Timothy. Timothy took the lead for the first time as the riders headed out for their final lap. Lawson pulled into the pits to change his tire, allowing Panzella to move into second place.

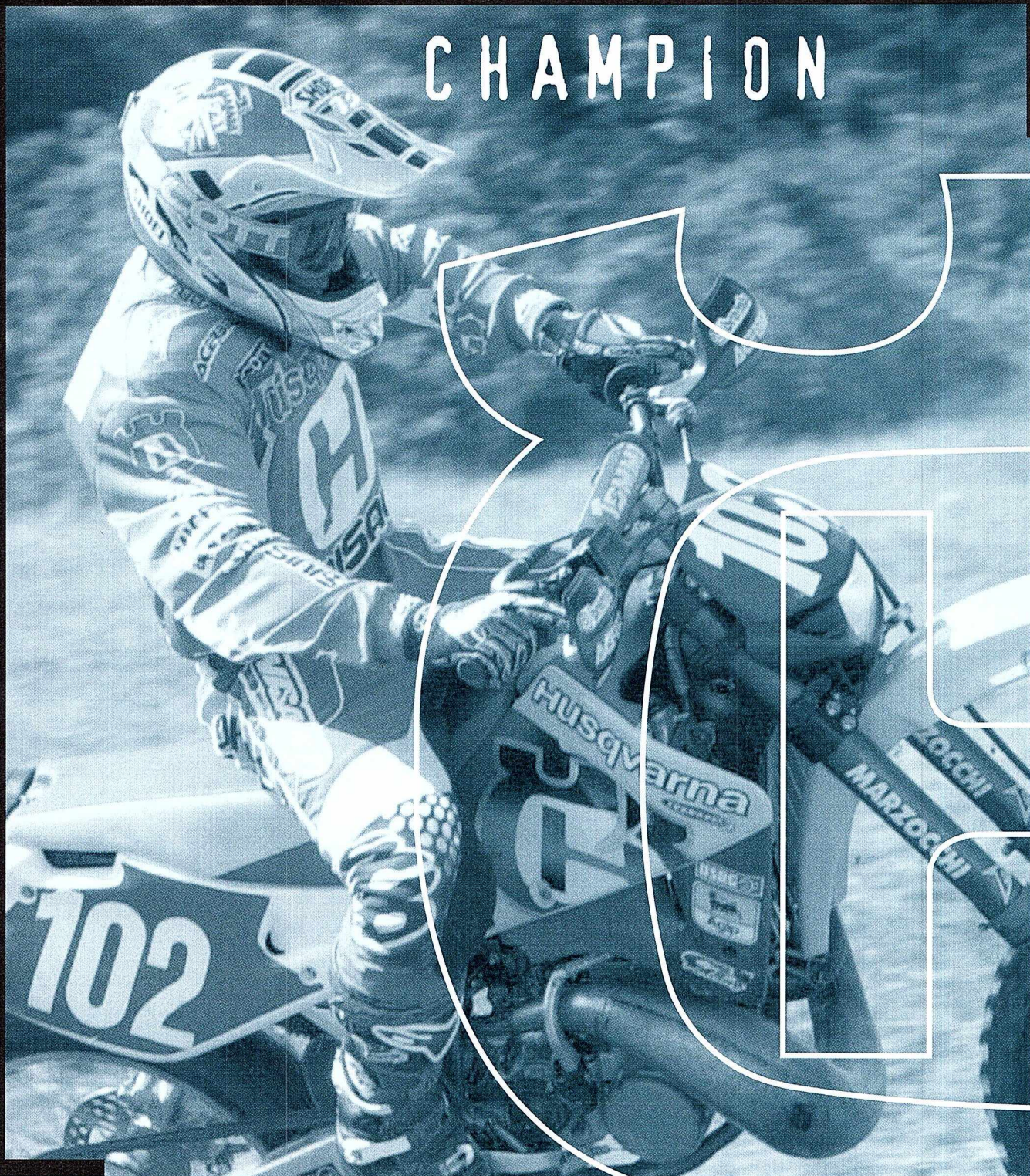
Both Panzella and Timothy cruised through the water on the final lap. "I stayed with Lawson and McLevy for the first lap but they started to pull away



Busy day: Scott DeCosta won first place in the Junior class, then won B High Point and 10th overall. (Cheri Alix)

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Roger Billharz took the Senior Expert class. (Cheri Alix)

on the second lap," stated Timothy. "I knew I had to make some changes to my bike so I pitted and softened it up. Panzella went by while I was in the pit. It took me a whole lap to catch him. I passed him just as he was pulling into the pit. I just kept my head down for the next few laps and just kept working. I saw Lawson about two miles from the start of the last lap and passed him."

Timothy went on to take the overall with just under one minute over second place Panzella. "I had a pretty uneventful ride, I rode the same pace all day," said Panzella. "On the third lap I collided with a lapper and my handlebars were so crooked that I barely got back to the pits. I saw Timothy pass me in the pits but I just

Connecticut State Class Results

Patrick Timothy	KTM
Overall Champion	
Everett Maynard	KTM
A High Point	
Scott DeCosta	Suz
B High Point	
Jeff McQuarrie	Hon
C High Point	

AA	
1. Patrick Timothy	KTM
2. Chris Panzella	KTM
3. Brian Lawson	Yam
4. DJ Lis	Hus
5. David Simcock	CRE
Junior	
1. Scott DeCosta	Suz
2. Timothy Langenback	Suz
3. Paul Dellaghelfa	Yam
4. Jason Johnson	Hon
5. Patrick Corcoran	Yam

Mini	
1. Chase Smith	Kaw
2. Grant Swanson	Hon
3. Jason Langenback	Hon
4. Jared Boothrod	Kaw
5. Derek Grunderman	Kaw

Women	
1. Heidi Landon	Hus
2. Dawn Shayer	Yam
3. Dawn Silvia	Kaw

Novice Vet	
1. Randall Burr	Suz

2. Marc Gionta	Kaw
3. Brian Curran	Kaw
4. Michael Litwin	Kaw
5. James Antes	Yam
Novice 200	
1. Kevin Novello	Kaw
2. Kevin Bell	KTM
3. Philip Tererowicz	Kaw
4. Joseph Kmetz	Yam
5. Don Bouchard	Hon

Novice 125	
1. Will Rowe	Hus
2. Eric Pouliot	Suz
3. Jason McLevy	Yam
4. Mark Makuch	Hon
5. Joe Butova	Hon
Novice 250	
1. Jeff McQuarrie	Hon
2. Mark Carpenter	Kaw
3. Scott Sternberg	Hon
4. Chris Tutolo	Hon
5. Greg Meacham	Kaw

Novice Open	
1. Brian Robarge	Hon
2. Mark Richo	Hus
3. Bill Kelly	KTM
4. Steve Ennis	KTM
5. Al Whaples	Hus
Novice Four Stroke	
1. Jody Shirley	Hon
2. Tim Diggins	Yam
3. George Poulos	Suz
4. Todd Rushford	
5. Joe Nazzaro	Hbg

Novice Senior	
1. Rick Aery	KTM
2. Thomas Rodrigue	Kaw
3. Karl Woodman	Suz
4. Rob Geiger	Hon
5. Chuck Matsisly	Kaw
Super Senior	
1. Thomas Simeon	KTM
2. Paul Lussier	KTM
3. Karl Dumkauskas	KTM

Amateur 250	
1. Ely Todels	Kaw
2. Robert Alsop	Yam
3. Ed Barter	Yam
4. Ryan Jump	Kaw
5. Chris Chase	KTM
Amateur 200	
1. Scott DeCosta	Suz
Amateur Open	
1. Bill Reiss	Yam
2. Peter Matteau	Yam
3. Howard Kane	Yam
4. Tom Cooley	KTM
5. Edward Ilves	KTM

Amateur Four Stroke	
1. Nate Hubbard	Suz
2. Chris Nicholas	Yam
3. Brian Sebben	Yam
4. David Oram	Yam
5. Ken Hawk	Hon
Amateur Senior	
1. Rick Erickson	KTM
2. David Kanney	KTM
3. Pat Fogarty	Kaw

4. Paul Mancini	KTM
5. Rob Young	KTM
Amateur Vet	
1. Mike Kraskauskas	Kaw
2. Paul Darezzo	Hon
3. David Bonsall	
4. Ronald Burr	KTM
5. Dan Cahill	KTM

Expert 200	
1. Everett Maynard	KTM
2. Keith Callahan	KTM
3. Lorne Goralnik	KTM
4. Denny Anderson	KTM
5. Neil Dennett	KTM
Expert 250	
1. Ryan Dellaghelfa	Yam
2. Chris Cramer	Kaw
3. Jim Edmonds	Yam
4. Jim Senecal	Suz
5. Larry Silvia	Kaw

Expert Open	
1. Pete Byrne	Yam
Expert Vet	
1. Mark White	Suz
2. Art Randolph	Yam
3. Ken Held	KTM
Expert Senior	
1. Roger Billharz	KTM
2. Norman Turnberg	Yam
3. Richard Merrill	Yam
4. Robert White	KTM
5. Ted Presson	KTM

never could catch back up to him."

Lawson finished in third place down just two minutes from Panzella. DJ Lis took fourth place, followed by David Simcock in fifth. KTM rider Everett Maynard took the Expert High Point and seventh overall coming around just seconds ahead of Vet Class rider Mark

White. White took first place in the Expert Vet class and eighth overall. Keith Callahan finished down another five seconds taking the Expert 200 class win and ninth overall.

Tenth place overall went to Junior class points leader Scott DeCosta riding in the Amateur 200 class.

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Brian Lawson at the Connecticut State. (Ed Panzella)

DeCosta also earned himself the Amateur High Point trophy, making for one very successful day.

Temple Mountain Round 9, Temple, NH 7/30

It had been seven years since the MVTR club had put on a ride at Temple Mountain. Now with a change of management at the mountain, the race was back on but with a few less acres to play with. The club made do with what land they had, laying out a 5.8 mile course consisting of a lot of off camber sections. The riders were run up and down the slope with several sections of tight technical woods thrown in-between.

On Saturday, the club started off the reincarnation of Temple Mountain with a Parent/Child ride. Twenty kids rode that day with anyone that finished receiving a pin. The weather conditions were perfect, making for a great family day.

Temple Mountain		4. Eric Lovendale	Hus	4. Phillip Kessler	Kaw	1. Paul Manchi	KTM
Patrick Timothy	KTM	5. Louis Chilly	Hon	5. Chuck Natsisky	Kaw	2. Brian Provencher	Kaw
Overall Champion		Novice 200		Super Senior		3. Robert Young	KTM
Jim Edmonds	Yam	1. Kevin Novello	Kaw	1. Paul Lussier	KTM	4. Dennis Kirkman	Yam
A High Point		2. Kevin Bell	KTM	2. Bill Johnson	Kaw	5. Peter Sandstrom	KTM
Jarrad Ings	Hon	3. Garth Tichy	Kaw	3. Thomas Simeon	KTM	Expert 250	
B High Point		4. Mark Marshall	Kaw	4. Henry Nichteche	Kaw	1. Jim Edmonds	Yam
Jeffrey McQuarrie	Hon	5. Nick Palazzi	Kaw	Amateur 200		2. Jeffrey Staples	Hon
C High Point		Novice 250		1. Jarrad Ings	Hon	3. Reginald Steveson	KTM
AA		1. Greg Meacham	Kaw	2. Daniel White	Hon	4. Chris Mooney	KTM
1. Patrick timothy	KTM	2. Thomas Accomazzo	Yam	3. Jason Vayo	Hon	5. Jim Senecal	Suz
2. Brian Lawson	Yam	3. Paul Jones	Hon	4. Evan Chochrek	Hon	Expert 200	
3. DJ Lis	Hus	4. Daniel Nietsche	Hon	5. Eric parent	Hus	1. Robert Langenback	Suz
4. Chris Crispin	Hon	5. David Duggan	Yam	Amateur 250		2. Keith Callahan	KTM
5. Dave Simcock	Hon	Novice Open		1. Jeff Daigle	Kaw	3. Mike Peristere	KTM
Junior		1. al Whaplis	Hus	2. Edward Barter	Yam	4. Neil Dennett	KTM
1. Patrick Corcoran	Yam	2. Peter Jacobs	KTM	3. Chris Chasse	KTM	5. Todd Santheson	Hon
2. Paul Dellaghelfa	Yam	3. David Yaresis	KTM	4. Robin Allsop	Yam	Expert Open	
3. Tim Langanback	Suz	4. Kurt Seebeck	Suz	5. Todd Ely		1. Robert North	Yam
4. Greg Hamel	KTM	5. Brent Kipp	Yam	Amateur Open		2. Pete Byrne	Yam
5. Ryan Pytko	KTM	Novice Four Stroke		1. Lian Zibell	Yam	3. Keith Bonney	Hon
Mini		1. Mike Malvin	Hon	2. Peter Matteau	KTM	4. Anthohy Geraci	KTM
1. Chase Smith	Kaw	2. Frank Wilcox	Hon	3. Ed Ilves	KTM	Expert Senior	
2. Matt Forest	Kaw	3. John Beland	Hon	4. Thomas Cooley	KTM	1. Norm Turnberg	Yam
3. Grant Swanson	Hon	4. Thomas Endmann	Hon	5. Brooks Saunders	KTM	2. Rick Erickson	KTM
4. Jared Boothroyd	Kaw	5. Keven Bartley	Hon	Amateur Four Stroke		3. Richard Merrill	Yam
5. Aaron Koehler	Kaw	Novice Vet		1. Nathan Hubbard	Suz	4. Steve Formanek	KTM
Women		1. James Antes	Yam	2. John Morrison	Hon	5. David Kanney	KTM
1. Heidi Landon	Hus	2. Brian Thomas	KTM	Amateur Vet		Expert Vet	
2. Susan LaFlamme	KTM	3. Rick Hansen	Hon	1. David Bonsall	Kaw	1. Mark White	Suz
3. Dawn Silva	Kaw	4. Scott Smith	Kaw	2. Paul Lussier	Yam	2. Martin Mears	KTM
4. Dawn Shayer	Yam	5. Guy Bulock	Kaw	3. Doug Fox	Hon	3. Art Randolph	Yam
Novice 125		Novice Senior		4. Stephen Morris	Suz	4. Dave Dzenutis	Hon
1. Benedikt Schiemeyer	Yam	1. Steve Bobetsky	Yam	5. Dale Wager	Suz	5. Glen Brigham	Kaw
2. Chris Chilly	Hon	2. Rick Avery	KTM	Amateur Senior		Expert Four Stroke	
3. Brian Natsisky	Suz	3. Robert Geirer	Hon			1. Mark Burdick	Hbg

Three hundred twelve riders were on hand for Sunday's race. The weather wasn't as promising, with thick, dark clouds filling the sky. The top of the mountain was completely covered by fog with heavy rain forecasted for the afternoon. The first two races got

off without a hitch. The final race was another story.

In between races, a water truck was set up to clean off bikes. As the Amateurs and Experts lined up for their race at 1:00 p.m. the water truck headed up the hill for its final fill up. The truck had to stop on the



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course to fill up and as it did, it began to sink and quickly became stuck. A skidder had to be brought down off the mountain to remove the water truck. To make matters worse, it began to rain. No, it didn't rain, it poured. The riders had to sit on the line for almost one hour waiting for the truck to be moved, and half of the time was spent sitting in the pouring rain.

By the time the event got underway, everyone was drenched and the track, which was quite difficult to begin with, was now going to prove to be one of the toughest tracks this year.

When the flag went up for the start of the six lap race, it was RER/Sunstar/Spectro/BulletProof/Regina/C-Cycle/WER/FMF/Clarke's-sponsored Patrick Timothy grabbing the holeshot, followed by DJ Lis and ProCircuit/Bridgestone/Devol/Factory Connection/Enduro Engineering-backed Brian Lawson. The riders ran across the field and took a quick left onto a cart road, dropped into a culvert full of rocks and across the stream. The riders ran around to the ski lodge before attacking the big uphill. By the time the second line hit the hills, the track was full of ruts. Timothy fell not a quarter mile into the race, wedging a rock into his handguard and holding his clutch lever in. DJ moved into the front, with Lawson right behind. Lawson then took over the lead on a steep downhill.

At about two and a half miles, Timothy regained the lead followed by Lawson in second and DJ in third. Lawson crashed a short while later breaking off the base to his steering damper, not something you really want to be without on a day like this. Timothy put thirty seconds on Lawson on the first and second lap. This allowed Timothy a few extra seconds to pit at the end of the third lap.

"My pants buckle broke and my tool belt was pushing them off," said Timothy. "I pulled into the pits and had to jump off my bike. If I didn't stop they would have been around my knees in no time." After a quick fix and some gas, Timothy was back out in front. As the riders went out for the last lap, Timothy's lead had increased to two minutes.

By the start of the fourth lap, the mudholes were at least 20 to 30 yards wide with three foot deep ruts. You just had to lean back and pin it and hope your bike didn't blow up.

"I pushed it hard on the last lap," said Timothy. "At one mudhole, it must have been thirty yards wide, I went wide around it. I hear a bike coming up behind me wide open and he rides right through the middle. He was an AA rider and I thought 'where did he come from?' I went charging after him. He fell a short while later. I passed him and just pushed it the rest of the way. I found out later that he was down a lap. But he sure got me going."

Timothy was the first rider to cross the fog shrouded finish line totally encased in mud. Lawson came around three and a half minutes later in second place, with DJ finishing third down another two minutes. Fourth place went to Expert 250 rider Jim Edmonds, followed by class mate Jeffrey Staples in fifth. Edmonds also earned himself the A High Point with Staples taking home the first place trophy in the Expert 250 Class.

Jarrade Ings was the first Amateur rider across the finish line, completing five of the six laps and earning himself the B High Point.

For the Juniors, it was a new face taking home the first place trophy. Patrick Corcoran edged out Paul Dellaghelfa by twenty eight seconds to take home the number one trophy, leaving Dellaghelfa to settle for second. Third place went to Tim Langenback. Chase Smith earned himself first place in the Mini class with just ten seconds over second place Matt Forrest. ⬆

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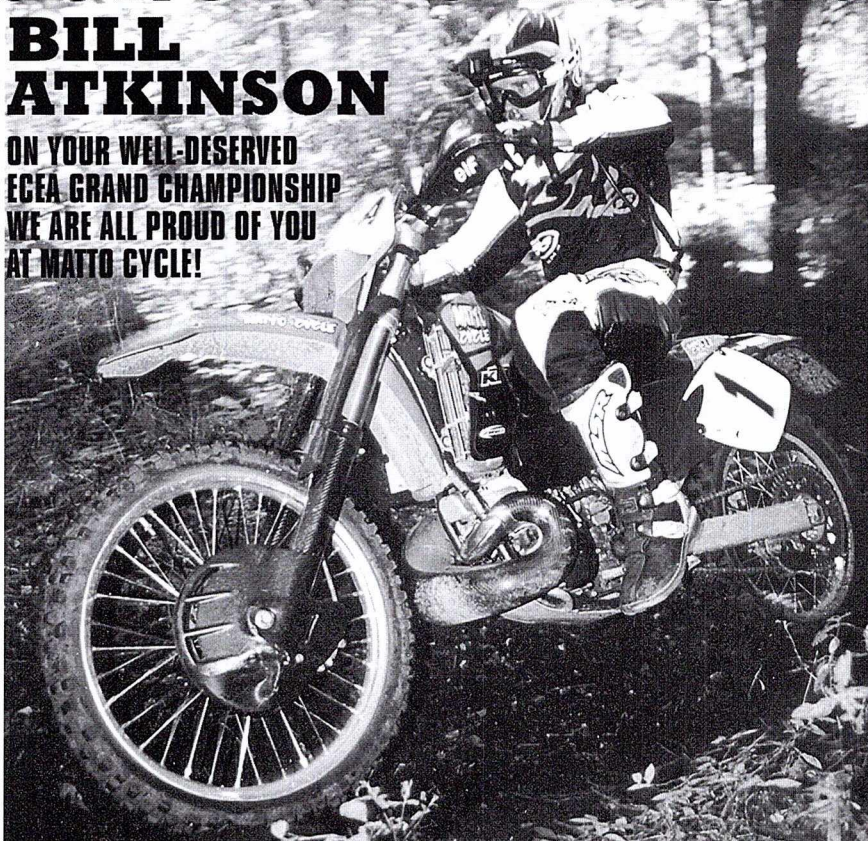
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QUARRY RUN DUAL SPORT

By Paul Clipper

Hancock, NY 7/29-30

The first I heard about the Ridge Riders' new Quarry Run dual sport was talking to Jim Smith Sr., who was raving out the new area they were using for their dual sport ride. "It's like a different world up there," he said, "every landowner we talk to is cooperative and friendly, and eager to help. It's a big difference from what we get in North Jersey." The run they put on every year in Jersey is the Ridge Run enduro, and in recent years it's been like pulling teeth getting land permission for the ride. "Hancock is a lot more laid back," Smith said, "and it shows a lot of promise for the future." Will we ever see a Ridge Run up there? I'll bet we might.

Otto DeJaeger, co-trail boss with Smith, gave me the lowdown on the trails. "You need a legal bike, but an enduro bike is the best thing to bring. We're finding old, old quarry roads and logging roads, but they haven't been used in years and have never been ridden on. It's not

going to be really hard, but I don't know what we're going to do if anyone with a Trans Alp shows up. We'll have to talk to him, that's for sure."

We didn't see any Trans Alps on Saturday morning, but we did see a fair amount of water. The event started at Fireman's Field in Hancock, with the Delaware River running by on two sides. The water running off the top of the vans wasn't as scenic. It had rained all night, and the ground was as saturated as the river

Joining the Ridge Riders for some

was high. We were going to be riding in some mud, there was no getting around it.

We found the mud in the first trail section. We left the park, headed through town and up some paved roads, which turned into gravel roads, then dirt. Just the way we all like it. The first trails were marked as "hero" sections, but they were fairly simple and short,

just something to get everyone warmed up. The one challenge they did offer was the slippery stuff, and with the wet ground we had plenty of it. This part of New York—a geologic bluff that the Delaware couldn't cut through—is mostly shale rock, and the mud was just a slippery coating on top of this firm base. We slipped and slithered, but we didn't cut a trench into the stuff, which is good. We were



Lining up for the start: Chris Smith and crowd get ready for Sunday's soaking.

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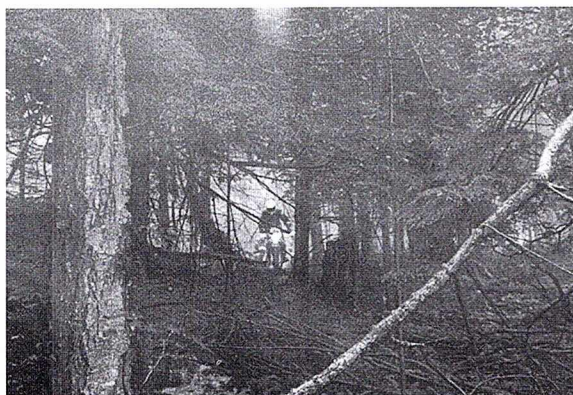
PORT

new trail riding in New York

more or less front-running with about 80 more riders behind us, and they wouldn't appreciate riding in a water-filled ditch.

The morning went along like this, with short sections of trail and longer sections of road, both paved and dirt. It seemed like every time we came back to the road it wasn't a minute or two before we had a view of the Delaware again, tipping us off that the ridge Riders laid this ride out all within a fairly narrow strip of land, running quite a ways east of Hancock. Soon we were working our way west again, and came back through town for gas, and on to the noon break.

The lunch stop was at a place called Wadsons' Mini Mall, a most unusual combination of army surplus store and still to be completed bluestone museum. Bluestone is the simple name given to the dense, bluish shale that predominates in the region. It is mined all over this area—we had passed at least a half-dozen quarries this morning, some old, some still being worked. Bluestone breaks off in flat, angular



It's hard to get a good photo in the rain. Typical woods shot above was taken by Chris Smith; brother Drew jumping bluestone was shot with a camera that said "Sunoco" on it (by the Bossman).

sheets of varying thickness, and I believe the main use of it is to sell it to housewives in South Jersey for \$120 a pallet; from there it winds up bordering flower gardens.

We had a great lunch of dogs, and spent some time shopping for military esoterica (how about cyanoacrylate adhesive—"super glue"—in a PINT bottle for \$5?) before ducking into the woods across the street. We restarted the ride with a quick trail loop reminding us exactly how slippery the woods were. The weather had been mercifully overcast and cool, with a little drizzling here and there, but at lunch the sun came out for about ten minutes and gave us a little sample of what it would have been like had the mid-summer

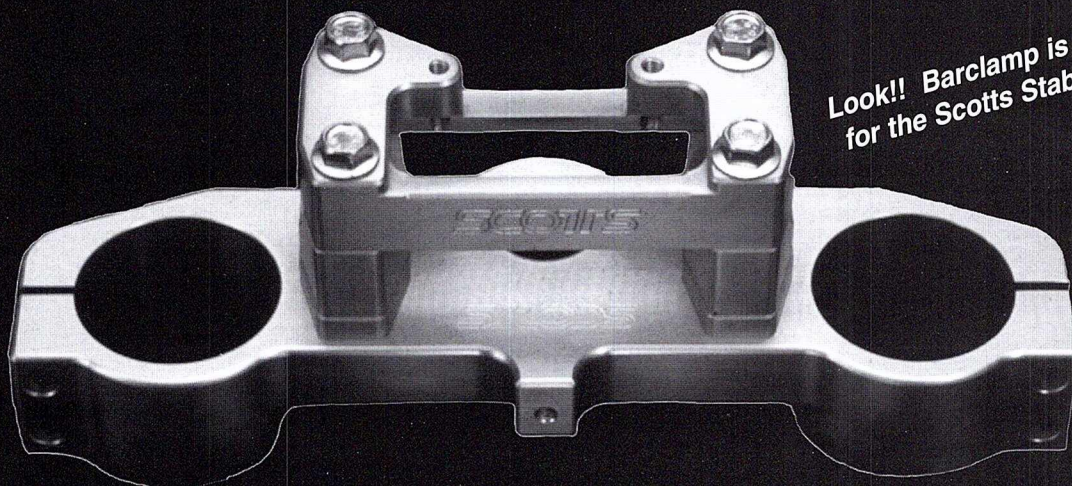


weather been "normal." Ten minutes of sun kicked the temperature up to 90 degrees, and we all shed the jackets we'd started with in the morning.

The rest of the first day's ride was a mellow mix of roads and short trails, and we were soon coming back into town at the end of the trail. We all had plenty of time to work on bikes or just kick back, and a group of us went out touring the area. The Ridge Riders own a piece of land, 133 acres, in a bordering town, so I went along to get a quick look at it. It's a pretty spot, a nice piece of land only lacking enough flat ground to park an enduro on. Jim Smith Sr. also owns a piece of

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land fairly close by to the club land, and we went to see that as well. On Jim's property is a 300 foot dairy barn in great condition, and until you've seen a 300-foot barn you just can't appreciate what "big" is. "You can get a bike up into fourth gear down here," said Chris Smith as we stood in the lower level of the barn, gazing down the length of the building. "Then you have to get on the brakes pretty hard." Our vans were parked in the upper level, along with a couple other

cars, a biplane in pieces, a small bulldozer and a random sampling of bikes, and there was still enough room for double of everything!

We had dinner that night at the Delaware Inn, Hancock's finest restaurant, and then headed off to bed wherever our hats were hanging. Thunder showers started poking by after nightfall, and long around midnight it started raining steadily. It made a nice drumming sound on the roof of the Hotel Dodge.

Sunday morning was one of those classic mornings where only the true enthusiasts put on their riding gear. It was about 68 degrees, grey and foggy, and still raining. I figured it would clear up late in the morning, and I like to ride in the rain anyhow, so I was whistling a happy tune as I drove out to the diner and a quick breakfast. It was still the same steady rain when I was ready to ride, and I was pleased to find Drew and Chris Smith ready to go and waiting for me at eight o'clock. It's always a treat to ride in the company of a couple of super-accomplished riders, and Chris and Drew are the best. They both are blazingly fast, but they still know when to go slow and easy, and they're a great addition to any group of riders.

As an aside, I also have to admit I put to work a plan of mine during that day's ride. Drew had re-valved my suspension a week or so before the ride, and though it worked better I still wasn't sure I had everything set up right. So after a while I said "Hey Drew, why don't you try my bike out..." and swapped bikes with him. Out of that, two things happened. One, he started turning clickers and adjusting things, and by the time he was done I had a perfectly set-up suspension that worked like a dream. Secondly, I got to ride his bike while he was riding mine. He was on a 250 Gas Gas; a great bike, but I wasn't totally thrilled to be switching over to a two-stroke for a while—that is, until I rode it. His bike was the most incredible machine, with smooth power out of the engine all the way from idle, it got traction like a four-stroke. And, the suspension was set up so well, I swear you could take your hands off the bars in the worst rocks or mud ruts you could find, and the bike would track straight through. When it was time to take my own bike back I have to admit I was reluctant to let loose of that Gas Gas.

We did some trail sections and some road, and to tell the truth it all blurs together because throughout it all the rain was coming down hard. At one point, Drew and I stopped to wait for more of the group to catch up and took some photos of the scenery. Drew looked over the dripping vista, and said "Yeah, it's wet, but I think it may be letting up." Within ten minutes it was pouring down harder than ever, proving that though Drew can set up a bike, he's no weatherman! For the rest of the day I'd note the driving rain and tell him, "Yep, Drew, I think it's lettin' up pretty good now!"

No lunch stop was planned for Sunday, just a quick 75-mile loop or so, and hustle back to the field for a chicken barbecue hosted by Boomer, Gilbert and Carl, three great guys from the Fire Department. I'd been told that Sunday was the big trail day for the ride, definitely not a dual sport cruise, and we soon got to the premier trail section. It was about 14 miles of carefully snooped-out 80-year-old logging roads and such, running up and down the hills in the woods. This section had Ridge Run special test written all over it, and a pack of about ten of us thoroughly enjoyed putting the first motorcycle tracks ever on this section. It was wet and slippery, sometimes hidden in grass, rocky in spots and totally enjoyable. I'm sure we'll all see that section again in future rides.

We finished that up and headed out onto the road for a long transfer back to town, all the while with Mother Nature trying to drown us. It was a great day, and just warm enough to still be enjoyable while you were getting soaked.

Afterwards we all agreed that we hadn't had that much fun in a long time. The Ridge Riders put on a great event, and we can't wait for them to put on another one here. Many thanks to Jim and Otto and the RRCM for all the good work, and thanks to the Fire Department and the town of Hancock for being such good hosts. We'll be back! ↑

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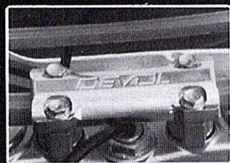
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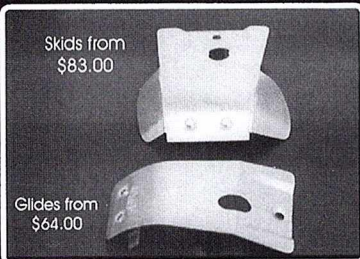


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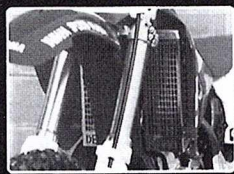
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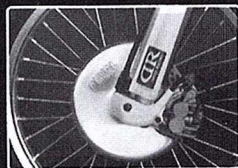
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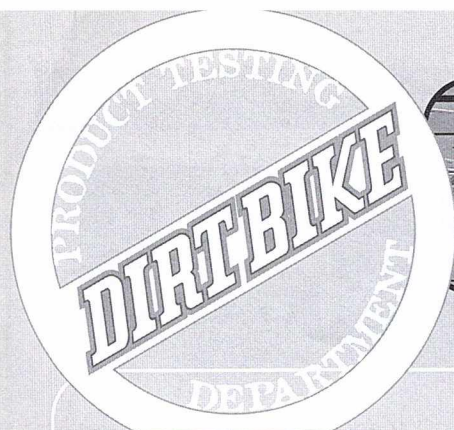
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We don't know if it will ever wear out

We wear stuff out. The pile of boots, chains, clutches and used-up parts in the *Dirt Bike* dumpster is enormous every month. But we have to admit defeat here. After months, we have failed to even make Krause's new stainless steel rear sprocket show any wear at all.

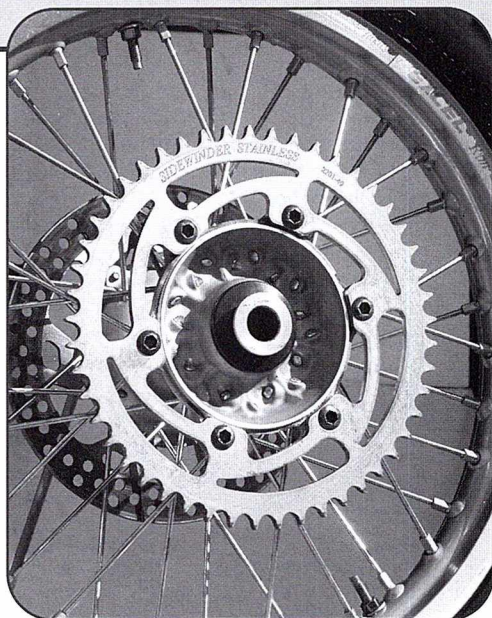
Our first attempt was in Glen Helen's Six-Hour GP. We put a 48-tooth stainless sprocket on our Yamaha WR400. Powerful bike, long race, sandy track; we figured the sprocket would be done right there. Nope, at the end it was as new as the start. Then we set out on a program of regular riding and abuse. It still looks great. It will be on that bike until someone decides to change the gearing.

Steel sprockets certainly aren't new. But sprockets are usually stamped out, which means they can't be made of very tough stuff. The end result is that the steel sprockets that come stock on some bikes wear out just as fast as aluminum sprockets. They just weigh a pound or

two more. Krause uses much harder material and then cuts them out with a laser. It's an expensive manufacturing process but the only way to do it.

Will the harder material make chains wear out faster? People told us it would, but so far we see no evidence of that. But we do know that chains and sprocket wear together—it's never a good idea to use a worn chain with a new sprocket or vice versa. So with a sprocket that never wears out, we decided it was best to use O-ring chains. If we used a regular chain, we would have to replace it before it started showing wear, and that would get expensive quick.

Then there's a weight disadvantage. If you're trying to shave ounces off your bike with expensive nuts and bolts, it would make you ill to add a pound and a half with one part. The suggested retail price is over \$120,



which is fine considering it will have several times the life of a \$60 aluminum sprocket. It will still look like new the day you sell your bike, no matter how much you ride. □

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Hey now! Come on in and let me tell you what's on Charlie's mind today. I witnessed a huge rider turnout at Stoney Lonesome recently. 172 riders, and at least that many spectators. There were cars parked all the way down to the road. It was the club's biggest turnout ever. This makes me very happy. We are all aware that motorcycling has reached a long-time high since its first craze back in the '60s. Sure, motorcycling can be looked at as just a fad, like the Hula Hoop. Every few years there will be a resurgence in popularity and Mr. Whamo will be able to pay his debts. But I don't think that's it.

Right now motorcycling in Indiana is on its biggest wave ever. The new riders are riding their butts off trying to catch this wave. They are all looking for a sport that is fulfilling. They are

searching for their life's passion, their own reason to live. The older and wiser riders should be able to look ahead from the top of this wave and see where it is going. From way up high on the wave they can look back, too. They can remember the last big wave and the high water mark way up on the mountains. Then the wave receded and left only the diehard, truly passionate riders.

We have to get the new riders looking further. We have to point out that there is much more to our sport than just racing a machine around this one track. We have to point out the stepping stones to a life of adventure and greater goals. It is our duty as life long enthusiasts to teach new riders to look farther down the trail.

It's like this: Once a new rider has mastered the

13 turns of the motocross track, won a few trophies, now it is time for him to seek out greater challenges for his skills. So this rider, in the natural progression, should next go ride some hare scrambles. They will be terribly hard at first but he will strive for the higher bar and have a great deal of self-satisfaction after he can start winning a few trophies.

Next the new rider would have to look into the world of enduro. Because in enduro you not only have to be a great rider just to finish, the real racing is in the rider's head, creating twice as many hurdles. Hence, twice as much self-satisfaction.

Next step would be National events. These let riders compare their skills to new riders from all over the country, so they can see how they really stack up. If they just stay at their home track and race the same guys every week, things become stagnant and boring.

Now that you have collected a few National Hare Scrambles and National Enduro trophies, you are ready for the next stepping stone: the ISDE Qualifier series. Longer days, more hurdles, more satisfaction. Then once you've won a few medals you may be lucky enough to actually qualify for the team and have a chance to ride the ISDE. This should be regarded as the premier cycling event of the year. It proves who the best all-around rider is, and allows everyone to see just how they stack up against the world.

We are not out of stepping stones yet, because after the Six Days you can go further by getting on the Rally circuit, where races last a month or more. See, even more hurdles and greater self satisfaction, and there is still a lot of trail ahead. Just because you got burnt out on racing at some level there is still great trail riding all over the world, so you never have to quit riding. Besides, did you really get burnt out on riding or just burnt out on the kind of riding you were doing? Look further down the trail. There is a lot more here than meets the eye. ↑

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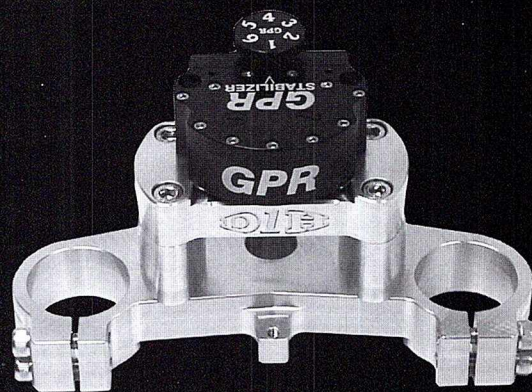
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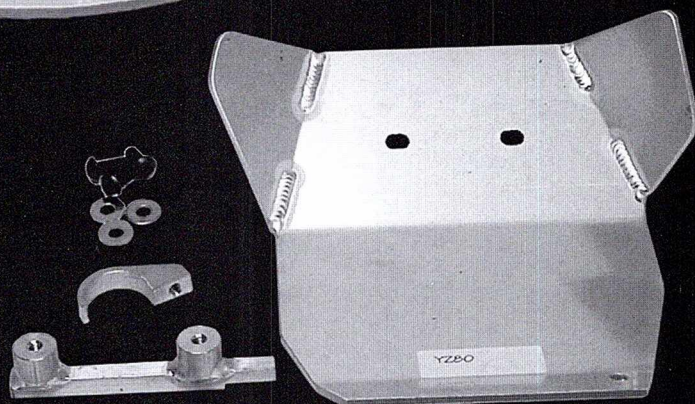
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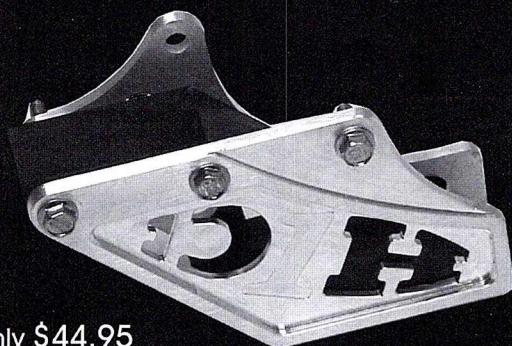
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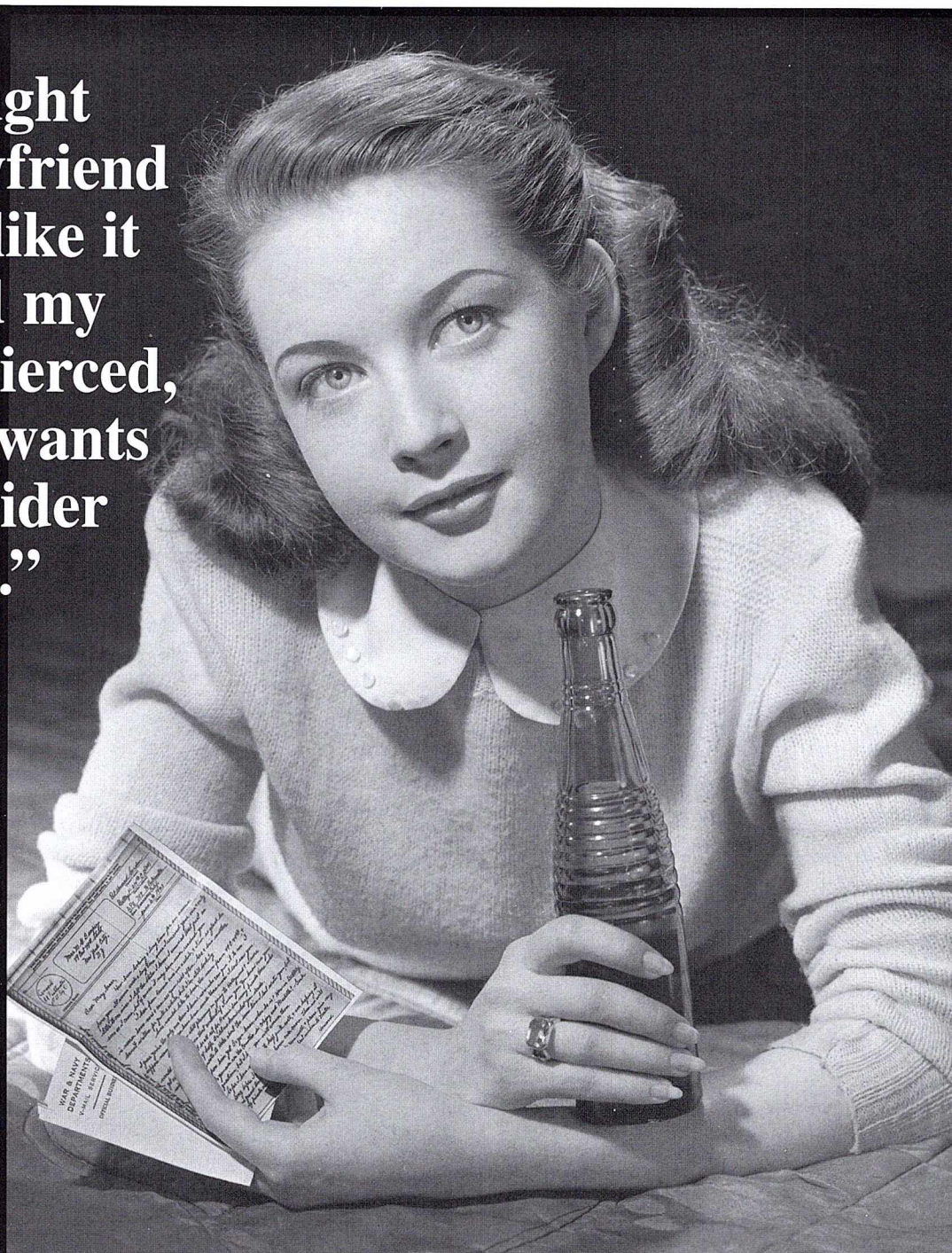
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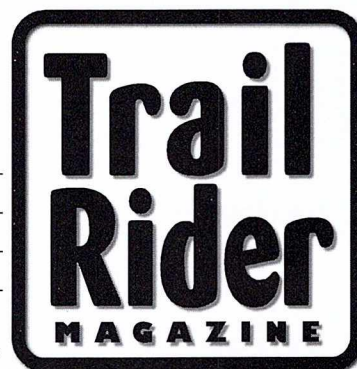
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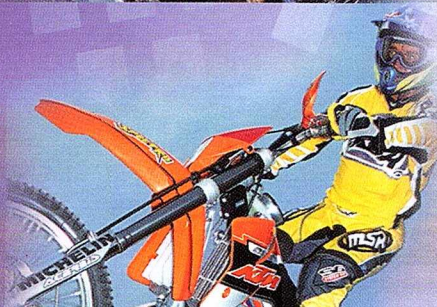
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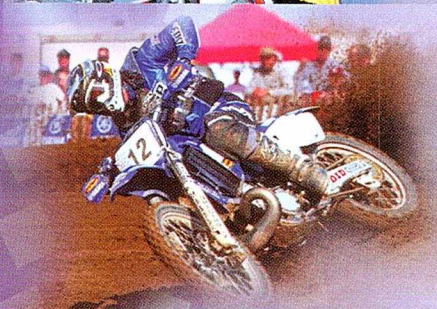
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face off as I went past? Or should I stop and horse the 600 around and go back to the motel and cry?

My geared-down 600 was so controllable that I could actually roll some throttle off while climbing on loose rocks then feed it back in with no danger of wheel spin. (He'll probably deny it but I think I passed editor Clipper on the lower slope of that

all the throttle I could find. This time I was riding my XR650L, somewhat larger and heavier than a 600 and about a thousand percent—with its electric start—easier to get running on a cold morning.

The dogs passed one on each side, then, because they were Ozark dogs and probably seriously inbred and low on brains, crossed just in front of my wheel. Hit, and stacked almost one on top of the other, the impact aimed the front of my Honda almost straight up, and up, and up. It was the highest I'd ever been thrown, and I'd estimate my eyeballs were looking down from a height of fifteen feet. It sure took a long time to slow-roll left and get back down to the dirt road.

Lackey slid to a stop and rode back with a worried look on his face. He told me later he was watching the entire maneuver in his rear view mirror and remarked that I'd held my finger on the horn button all the way up and most of the way down.

Now THAT takes concentration!

I got to my feet quickly and uprighted the motorcycle mad as hell because I was sure someone had loosed those big dogs on purpose. My concern that the dogs would attack me now were unnecessary. They were dead.

Goeff took us around the forest roads and we returned to our trailer by a different route. I knew I was hurt when I couldn't roll the heavy XR onto the trailer by myself.

It's NOT true that the XR designation stands for "X Rays," but my X-rays the next day showed the left collarbone Vee'd straight up and almost out of the skin.

This incident prompted me to add one more Hertfelder Commandment to my life-long list: Always take care of your yard work before riding, especially if the hedges are ratty and the grass high enough to hide tigers. Pull-starting a lawn mower or gas powered hedge trimmer with a healing collar bone is not half as much fun as it sounds.

—Ed Hertfelder

Ed Hertfelder is a teller of tales and writer of books, as well as author of the globally famous Duct Tapes stories. Like to have a list of Hertfelder columns from 1986? Ask nice with a S.A.S.E. to Ed's ranch at P.O. Box 17564, Tucson, AZ 85731; or E-mail to ducttapes@yahoo.com. ⬆

"Both my kneecaps had unscrewed maybe a turn and a half over the incident, and my heartbeat, I'm sure, was visible on my shirtfront."

deal of wildlife, and I've seen coyote families marching on a trail just a few hundred yards from the campground.

One year in Michigan I had stopped to remove my heavy jacket as the day warmed up and no sooner stepped off the motorcycle when a large black bear popped out of the thick woods maybe fifty yards up the trail and came toward me. I'd recently seen a 300 and a 500 pound bear at a roadside attraction; this one was an in between size.

My first thought was that this was Bill Chapin in a bear suit trying to shake me up, and he was swinging his front paws in an almost circular motion that didn't look too bear-like to me.

Of course I had never SEEN a bear walking toward me before, and I've found out since that they DO swing their front paws in an almost looping motion.

Then I had the notion that the really hot exhaust system of my XL600R was between me and the bear. I soon passed that off as a bad deal because the exhaust was on MY side of the motorcycle, and the bear was walking up the two-track on the OTHER side.

Remembering that bears don't like loud noises I inhaled the deepest lungful I could hold and let out a yell that spun the bear around in his tracks. He was about twenty feet away and I might have broken his eardrums because he went back down that trail picking up speed.

Both my kneecaps had unscrewed maybe a turn and a half over the incident, and my heartbeat, I'm sure, was visible on my shirtfront.

The strange thing was that this was the second bear I'd seen in two weeks. The first one was back in New Hampshire where I was riding some sort of memorial ride for Al Eames, the ramrod who put on the first U.S. Six Days. The 600 and I were moving nicely up a steep, rocky trail when a bear cub crossed from right to left about forty yards in front of me.

Would the little cub's momma come charging out of the same narrow game trail? Or would she hold back and just reach out a clawed paw and tear my

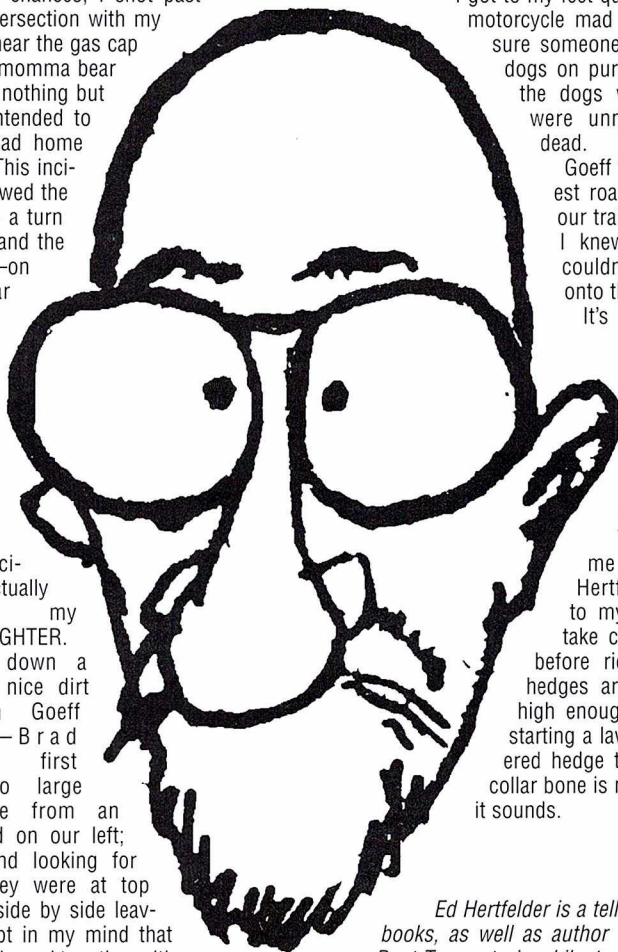
mountain.)

Taking no chances, I shot past the bear intersection with my face down near the gas cap so that the momma bear would grab nothing but air if she intended to take my head home for dinner. This incident unscrewed the left kneecap a turn and a half, and the right knee—on the bear side—at least three turns.

In the Ozark Mountains of Arkansas, where I once lived, I had an incident that actually screwed my kneecaps TIGHTER.

Running down a reasonably nice dirt road with Goeff Lackey—Brad Lackey's first cousin—two large dogs came from an access road on our left; ears flat and looking for trouble. They were at top speed and side by side leaving no doubt in my mind that they were released together with a little human encouragement.

I was so mad that the kneecaps, along with my glandular appendages, went TIGHTER as I rolled on



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